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- A. SUPERIOR PALE DRY Dinner Wine, Green Seal Capsule ... \$10.80
- C. MANZANILLA, PALE NATURAL SHERRY, White Capsule ... 12.00
- CC. SUPERIOR OLD DRY, Pale Natural Sherry, Red Seal Capsule ... 12.00
- D. VERY SUPERIOR OLD PALE DRY, Choice Old Wine, White Seal Capsule ... 14.40
- E. EXTRA SUPERIOR OLD PALE DRY, Very Finest Quality, Black Seal Capsule (Old Bottled) ... 20.40

In addition to wines of our own bottling, the following brands, bottled in Europe, have been specially selected, and procured from the celebrated firm of MESSRS. GEO. G. SANDEMAN, SONS & CO., of LONDON and OPORTO, for whom we have been appointed Sole Agents.

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- LIGHT DRY ... \$17.00
- SOLERA ... 25.00
- VERY PALE DRY ... 25.00
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- FINE OLD BROWN ... 42.00

A. S. WATSON & CO.,
LIMITED.
THE HONGKONG DISPENSARY

NOTICE TO CORRESPONDENTS.

Only communications relating to the news columns should be addressed to The Editor.

Correspondents must forward their names and addresses with communications addressed to the Editor, not for publication, but as evidence of good faith.

All letters for publication should be written on one side of the paper only.

Non-anonymously signed communications that have already appeared in our columns will be inserted.

Orders for extra copies of DAILY PRESS should be sent before 11 a.m. on day of publication. After that hour the supply is limited. Only supplied for Cash.

Telephone Address: PRESS—A.B.C. Code, P.O. Box, 33. Telephone No. 12.

MARRIAGE.

On the 13th August, 1901, at Christ Church, Yokohama, by the Right Rev. Bishop Awdry, D.D., assisted by the Rev. Thomas Wright, Rev. Walter J. Southam, B.D., of Hongkong, to Miss SARAH E. GOLDSTONE, of Toronto, Canada. (2128)

The Daily Press.

HONGKONG OFFICE: 14, DES VŒUX ROAD CL.
LONDON OFFICE: 131, FLEET STREET, E.C.

HONGKONG, 21st August, 1901

The Naval and Military Works Bills have, REUTER tells us, been read a third time in the House of Commons, which means that practically they have been passed. The Bills provide for the expenditure of twelve million pounds sterling, six million of which are for naval and six for military works. These include a breakwater for Malta, increased coaling facilities for the Fleet, and the erection and re-construction of barracks. The Royal Naval Dockyard at Hongkong, for the enlargement of which part of the money will also be used, is, we are told by Captain PREYTMAN, Civil Lord of the Admiralty, to be about thirty-four-and-a-half acres in extent, leaving space for the erection of an additional large dock, if required, and for providing storage accommodation for one hundred thousand tons of coal. It will thus be apparent that not only are very large additions to be made to the Royal Naval Dockyard, which will create Hongkong into a great Naval Arsenal, but that extensive additions are contemplated to the barrack accommodation for the garrison, at present very limited. It is true that the purchase of the Mount Austin Barracks three years ago and the erection of several blocks on Gun Club Hill, Kowloon, relieved the pressure for a time, but since the reinforcement of the Garrison there has been much crowding and discomfort. Some of the troops have been housed in makeshifts, some under canvas, and others in hired buildings or in temporary quarters. Thus the barracks of the Hongkong Regiment have, in the absence in North China

of the bulk of the battalion, been placed at the disposal of one of the Indian regiments, and detachments from another have been lodged in the Sanatorium at Magazine Gap. But on the return of the Hongkong Regiment the pressure will again become acute. Presumably two, if not all three, of the regiments will remain or be replaced. The 3rd Madras Light Infantry are, it is true, ordered back to India in three weeks' time, but they are, we hear, to be replaced by one of the regiments now at Shanghai. The Garrison of Hongkong, which had, up to the Boxer outbreak in North China and the attempted massacre of the Foreign Ministers, been more or less nominal, or at least only maintained at the point sufficient to man meagrely the principal fortifications, will in future have to be kept on something like a level with ordinary requirements, if not on a basis of affording assistance, distance from any base of supplies and the possibilities of local difficulties arising out of European complications, have at last, by dint of actual events, convinced the British War Office of the importance of regarding Hongkong not merely as a coaling station but as a place of arms from which, if necessary, assistance can be afforded to British trade or those engaged in it in the ports of China. The Colony will, therefore, in future be garrisoned more in accordance with its strategic importance, though probably there may be differences of opinion between the War Office and the public as to the number of troops that will be required to make the garrison effective. Still it is much to have the position of the Colony recognised; the next step gained may be its efficient fortification. At present the entrances to the harbour of Victoria are sufficiently protected, but the southern coast of the island of Hongkong is still totally unprotected. Possibly the next vote made will be for this purpose; we will, hope so, at any rate.

It is satisfactory to find that the Royal Naval Dockyard is to be formed on so large and comprehensive a scale as stated by Mr. PREYTMAN. It is, of course, much to be regretted, from the civilian point of view at least, that the Admiralty found it inadvisable or impracticable—we have yet to learn which—to remove the establishment bodily across to the other side of the harbour. It is true that Mr. CHATER's scheme was a little late; some portion of the reclamation in front of the Naval Yard had been accomplished and the alterations to many of the buildings in it had been carried out, but compensation might and could easily have been made for the outlay thus incurred by the Government and ratepayers of Hongkong out of the sale of the ground that could have been made. On their side, the Admiralty would have gained much in convenience and in elbow-room. They have in any case to maintain an establishment on the Kowloon side, and, large as is the area it is now proposed to reclaim between the Naval Yard and the man-of-war anchorage, it is small compared with what it was proposed to give them as an equivalent at Kowloon. However, we discussed this question from the naval point of view last month. The decision has been made, and the Colony will have to suffer the consequences. These are varied and more than sufficiently trying. In the first place the prospect opened up by the exchange of a broad continuous Praya, will now have to be definitely abandoned, and we must resign ourselves, as best we may, to the thought of the sea-face of this great port, being permanently cut in twain in the very centre of the city, thereby impeding development and greatly hampering the traffic. The residents on the upper levels in the middle of Victoria will also have to get accustomed to the manifold disturbing noises necessarily arising from a busy dockyard, which they will not find conducive to slumber in the early hours of the morning when the most refreshing sleep is usually obtained in the summer. The citizens who have their places of business in the quarter lying between the Naval Yard and Blake Pier will find the smoke from the Dockyard chimneys no slight nuisance, and the offices adjoining will have to endure all the din that inevitably issues from such an establishment. Nor is this all. The large reclamation in progress will, notwithstanding the assurances of Naval experts, be certain to cause considerable silting up along the foreshore from Messrs. BUTTERFIELD & SWIRE's offices to Pottinger Street wharf, and much dredging will no doubt have to be done to counteract this. All these evils must ensue, either because the Lords of the Admiralty consider the Kowloon site too exposed to an enemy's fire, or else because they do not like to defer the work and start afresh. If the latter is the reason, it may be remarked that they have never shown any tendency to place value on time before; it is to be regretted that they should have awakened to a sudden appreciation of it at a moment when a little more delay meant so much for Hongkong. If the former reason is that which actuates them, then, as we have said before, we can but bow to naval demands, though it be with a heavy heart.

The British surveying-ship *Rambler* arrived from the South yesterday morning.

One fresh case of plague and one death (Chinese) were reported during the 24 hours ending at noon yesterday.

The Siberian dogs for the German South Polar Expedition, which have recently been quartered at Mr. Kennedy's Horse Repository, were yesterday shipped by Sydney by the *Nuenburg*. Thence they will accompany the members of the expedition on their voyage of discovery.

The P.W.D. officers seem to be a little more on the alert, as is shown by the presentation of a contractor at yesterday's sitting of the Magistrate, for infringing the Building Ordinance. It is a pity that it requires the loss of a half-hundred lives to make Government officials wake up and do their duty conscientiously.

A Kowloon resident writes complaining that a Chinese theatre has been put up within a stone's throw of his house and just under cover of the Police Station. The place is now, he says, a "howling wilderness." Our correspondent remarks that a prominent firm's fire-engine stands just outside the theatre. We would suggest to the Police that they should get the engine to work inside and irrigate the wilderness.

The date of the enquiry into the sinking of a cutter by collision with a steam-launch in the harbour on Saturday night, whereby eight lives were lost, has not yet been fixed, and our statement that it was to be held yesterday morning is in error. The information came from the Harbour Office, but was apparently meant to apply to another collision, the enquiry into which is reported in another column.

Mr. Fung Wa Chuen and his colleagues have a balance in hand from the Typhoon Fund of \$3,300, which they have been asked to use for the relief of the Surviving Sufferers of the *Cochrane* Street disaster. They will be obliged if the police or public will direct any of the survivors needing help, or poor dependants on those who were killed, to the Committee, who are willing to render prompt assistance.

A Hsin despatch to Shanghai reports that the Empress Dowager is feeling much alarm at the receipt of a recent telegram from Yang Ju, Chinese Minister at St. Petersburg, stating that Great Britain and Russia have recently entered into a secret convention by which the former Power binds itself not to interfere in anything that may hereafter happen north of the Great Wall, while Russia does the same in regard to any action south of the Great Wall.

Mr. E. A. Hewett, who has been agent of the P. & O. Co. at Shanghai for some years, has been appointed to succeed Mr. H. A. Ritchie as superintendent at Hongkong. Mr. Ritchie having been transferred to take charge of the West London branch of the company's business. Mr. Hewett has interested himself considerably in local questions in the northern port, and is at present Chairman of the Shanghai Municipal Council. There will be ample room for his energy in Hongkong.

Mr. F. M. da Luz, of the Hongkong and Shanghai Bank, has sent us a copy of a book entitled *Short Tables for the Conversion of U.S. Gold Dollars into Silver Dollars and Vice Versa* and *U.S. Gold Dollars into Silver Dollars and Vice Versa*, compiled by himself. The tables are all well arranged, and we have tested them in one or two instances and found them correct and reliable. The book will prove to be an acquisition to all those who have business relations with the United States of America, Shanghai, and the Yangtze and Northern treaty ports.

Yesterday morning there were buried in the Happy Valley the remains of Mrs. Gibbs, one of the six original Nursing Sisters who arrived in the Colony in the winter of 1890 for the service of the Government Civil Hospital. She received her training at the London Hospital, and served the Colony faithfully and well up to the date of her resignation in 1899. Her services, especially during the plague epidemics of 1894, 1896, 1898, and 1899, were invaluable. In 1896 she contracted plague herself and although her life was then despaired of she ultimately recovered and was granted a well-earned holiday to recover her health and strength. After a few months' rest in Scotland she volunteered for plague work in India, where she was employed for some months, being in charge of one of the plague-hospitals there. In the 1898 epidemic Mrs. Gibbs again contracted the disease. This time, however, it fortunately proved to be a mild attack and she soon recovered. On the resignation of the matron, Miss Eastwood, in 1899, she was appointed in her place, and performed the duties of this office until March, 1899. Since her marriage she has still interested herself in nursing matters, and acted as hon. secretary of the Ladies' Committee, formed only a few months ago, to obtain private Nurses for the community. Her end was very sudden, and the sympathies of the Colony are with her bereaved husband and the motherless little one. The respect and esteem in which she was held was evidenced by the number of mourners who were present at the sad funeral early yesterday morning in the Happy Valley Cemetery. Amongst those present were the Right Rev. Bishop of Victoria and Mrs. Hoare, Sir Thomas Jackson, Hon. J. H. Stewart Lockhart, C.M.G., as representing H.E. the Governor, and as a personal tribute to one with whom he had been personally connected and with whom he had been personally connected and with whom he had been personally connected, and Mrs. May, Dr. Atkinson, P.C.M.O., Dr. Thomson, Rev. J. H. France, Hon. W. Chatterham, and scores of other residents, including many Government officials. The Rev. F. T. Johnson performed the last solemn rites. Mrs. Gibbs was buried in the lovely spot where Sisters Frances and Gertrude rest. The Colony is richer for memories such as those of the deceased lady.

Six hundred teachers have arrived in Manila to augment the teaching staff of the Department of Public Instruction.

Pollard's Lilliputians are to visit Manila in the early part of next month, and from there go to Honolulu and to the United States, it is said.

The plague on the Mesageries Maritimes s.s. *Loos* was attributed to our Hongkong rats, but as details of any enquiry into the matter are still wanting, it may be taken that the case is not yet proven.

News has been received in Shanghai that seven griffins belonging to a well-known dealer are awaiting shipment at Tientsin. They will probably be taken down in the steamer *Eldorado*, due in Shanghai some time during the present week, in good time for the autumn training.

Recently the Siam Government applied to the Japanese Navy Department through the medium of Mr. Inagaki, the Japanese Minister at Bangkok, for the construction of a war-ship for Siam. The application was refused, as the regulations of the Japanese Naval Shipbuilding Yards do not allow them to build vessels for the Governments of other countries or private individuals. The Siam Government, however, is very anxious to have a war-ship constructed in Japan, as the cost of delivering the vessel will not be so great as when built in Europe.

The following paragraph in the *British Medical Journal* of the 20th ult., under the heading of "The Plague" is brief and trenchant:—For the week ending July 13th, 25 fresh cases of plague occurred in Hongkong, and 21 deaths from the disease. This is a further diminution upon the returns for the previous week, and the sharp outbreak is apparently passing away. The Hongkong community is said to be preparing a petition to the Secretary of State for the Colonies, asking that a Commission be appointed to enquire into the Sanitary state of Hongkong. Sanitary experts have visited Hongkong before, but in few instances was their advice taken or their warning heeded.

A sad fatality occurred on board the *I.C. s.s. Lokang* last week, say the *N.C. Daily News* of the 17th inst.; when the steamer was at Mororan taking on a cargo of coal for Shanghai. A shot was heard, the sound of which indicated that it had been fired in the second-engineer's cabin. On entering the cabin, the body of the second-engineer was seen huddled up on the floor, with a revolver, still smoking, in his hand. Although the shot had entered the forehead and gone right through the head, the man was still living when the cabin was entered, but was unable to speak and expired in less than a minute. From the position of the body, it was thought that it was either a case of suicide, or that the revolver had gone off accidentally.

The following advertisement, which is a good comment on the Government claim that the Sanitary staff is not undermanned, appeared in a home paper a few weeks ago:—

Hongkong. Sanitary Inspectors required for the Government of Hongkong. Candidates must possess the certificate of the Sanitary Institute of Great Britain, or other equivalent qualification. Engagement will be for three years with possible extension. Salary, \$1,800 per annum, rising to \$2,000 by two annual increments of \$120 with exchange compensation allowance, making the salary up to a sterling value of three hundred and twenty dollars. A rent allowance of \$360 per annum and all out of pocket expenses will also be granted. Half salary during passage out and home. Full salary from date of arrival in the Colony. Free second-class passage out and home on satisfactory completion of engagement. Selected candidates will be required to undergo a strict medical examination as to fitness to serve in a tropical climate before appointment.

Applications, stating age and experience, and whether married or single, and accompanied by copies of testimonials (not original), together with the names and addresses of references of whom the names and addresses of references of whom the inquiries can be made as to qualification and personal character, will be received by the Crown Agents for the Colonies, Downing Street, London, S.W., up to the 29th June, 1901.

Further particulars respecting the above appointment can be obtained on application to the Consulting Engineer, Robert Chadwick, Esq., C.E., C.M.G., 7, Currier Street, Westminster, London, S.W.

At the enquiry at the Middlesex Guildhall on the 18th ult. into the circumstances of the wreck of the *Sobrova*, Mr. Muir Mackenzie appeared on behalf of the Board of Trade, and Mr. Scrutton, K.C., for the owners of the vessel, the P. and O. Steam Navigation Company. The captain and the officers were also present. The captain, Mr. Muir Mackenzie, in opening the case, said the *Sobrova*, which was a vessel of 4,411 tons register and was only a year old, having cost £100,000, left Shanghai for London on April 23 last with 70 passengers. Her course was set to enable her to pass ten miles east of Tung-ying Island, and at midnight she was reckoned to be at a distance of 45 miles from the island. Two hours later 28 fathoms were sounded, and the second officer reported that the ship was about two miles off her course. An hour afterwards she ran into a bank of fog and grounded. Captain Lewis Wibmer, the captain of the *Sobrova*, stated that he had been in the service of the P. and O. Company for 30 years, and had never previously had an accident. Shortly after leaving port on April 23, he discovered an error of 1 deg. west in the course covered by the compasses. When it was indicated by him that the vessel was within her reported to him that the vessel was within her course he gave no special orders, as he considered that those he had already issued were sufficient. He went below at 10 p.m., and was aroused at 8 a.m. by the grating of the vessel's keel, and on going on deck he found the engines going full speed astern and the vessel hard and fast. The passengers were at once assisted on the hurricane deck. The cause of the vessel's leaving her course was, in his opinion, an abnormal current, which was distinct from the ordinary currents set up by the periodical monsoons. The evidence of the officers was then taken, and the inquiry adjourned.

The prohibition of the sale of intoxicants on Sunday is being strictly enforced in the Philippines.

According to despatches from the North, affairs at Peking under Chinese control are already relapsing into the old groove.

The Americans are having a lively time on the island of Cebu, P.I., the insurgents having again energetically taken to the warpath.

The Civil Commission at Manila has empowered the Justices of Peace in the Philippines to hold preliminary examinations in criminal cases.

The discontent and numerous resignations among the members of the Manila Metropolitan Police force has induced the government to reorganise the force. In this, apparently, Manila is ahead of Hongkong.

The friars in the Philippines are anathematizing the government, saying that Governor Taft has declared war against God, and calling the Commissioners four brawlers. All this outcry is caused because the American Government refuses to interfere in things religious and to ally itself with the priests.

A military and police detachment spoiled a ball held by insurgents at Argos, Cebu, P.I., by surrounding the house and ordering the rebels to surrender. Instead of doing so, they turned out the lights and attempted to escape. The Americans killed eight and captured two wounded, sustaining themselves only one casualty.

Judge Wait, vice-president of the Bar Association of Manila, recently called a meeting of the members of the association and suggested that they should censure the Manila Press for its attacks on a judge in one of the city's courts. His proposition fell entirely to the ground, all of the members declaring that censuring the Press was outside their province. One barrister shrewdly remarked they might as well bay at the moon as try to muzzle the Press.

It is reported from Tokyo that matters connected with the prohibition of all import of arms into China have been repeatedly discussed at the conference of foreign representatives at Peking; but nothing has been finally decided yet. Some Ministers adhere to the view that the prohibition should remain in force five years, while others favour a shorter term, e.g., two years. It is said to be probable that several more meetings will have to be held before the matter is decided.

Baron Kodama, Japanese Minister for War and Governor-General of Formosa, interviewed by a representative of the *Asahi* at Kyoto the other day, stated that he intended to establish a lottery at Formosa under any circumstances. At Amoy the lottery was very popular, and Formosa was losing a considerable sum of money by not following Amoy's example. The profits from a lottery in Formosa were estimated at a million yen, which was a quarter of the amount the Formosans spent on the Amoy lotteries. With regard to the objections made against the proposed lottery, Baron Kodama said that it was impossible to regard the Formosans in the same light as the Japanese. Strict supervision would be exercised in carrying out the lottery, and the money received would be used for charitable, sanitary and other public affairs.

The British steamer *Chingwo*, which arrived at Moji on the 9th inst., was making preparations to sail for Shanghai on the 10th when the Japanese steamer *Hokoku Maru* from North China arrived and cast anchor. A strong current was running at the time, and the cable of the latter vessel parted. The *Chingwo* seeing the danger let out 600 feet of cable, but the Japanese steamer was driven towards her and collision resulted. The former sustained some damage near her bow and a portion of her hull amidships was also damaged. The Japanese steamer received damage near her stern and stern. No lives were lost on either of the steamers. The total damage to the two vessels is estimated at 10,000 yen or thereabout. The *Hokoku Maru* is said to have sustained worse damage than the *Chingwo* in the collision, but the latter has forwarded a demand for 15,000 yen.

The *Times* Odessa correspondent wrote on the 13th ult.:—With the completion of the line of railway between Nikolai, in the Usuri district of the Far East, and the fortress town of Port Arthur, it is intended to open through the traffic between Moscow and Port Arthur in the near future. It will surprise most people who have followed with interest the progress of the journey from Moscow to Port Arthur will take 28 days even in favourable circumstances. Indeed, according to the *Odessa Novosti*, during practically half the year the railway administration refuses to guarantee arrival in Port Arthur from Moscow under a month and a half. People here are asking what has become of the promise of a seven days' trip from Moscow to the Asiatic termini of the Siberian Railway in saloons travelling in comfort and luxury even the trains of the Siberian passenger train was to be about 35 miles an hour at least. As a matter of fact, an average inclusive speed of from seven to nine miles an hour is the most the administration of the railway is prepared to guarantee. The difference between 35 miles an hour and nine is one which is puzzling Russians immensely, even when every allowance is made for difficulties during a portion of the year owing to storms on Lake Baikal and the vagaries of the ice on the Shilka and Amur. The opinion is general here that the utility—commercial, military, or otherwise—of the gigantic undertaking sponsored by the Russian Government and paid for with borrowed money, will scarcely prove commensurate with its colossal proportions.

TELEGRAMS.

"DAILY PRESS" SERVICE.

[FROM OUR CORRESPONDENTS.]

THE CRISIS IN CHINA.

LONDON, 19th August, 7.55 p.m.

LI HUNG-CHANG STILL OBSTRUCTIVE—MINISTERS FIRM.

Dr. Morrison cables to the *Times* from Peking that Li Hung-chang, in acknowledging the Protocol, has forwarded objections to I. Kung-yi's scheme with regard to Shanghai. The Ministers of the Powers have declined to reopen the question.

NEW RUSSIAN CRUISER FOR THE FAR EAST.

The Russian cruiser *Varyag* has left Cronstadt for the Far East.

GENERAL NEWS.

LONDON, 19th August, 7.35 p.m.

TERRIBLE SHIPPING DISASTER.

The Yukon liner *Icelandic* has sunk after a collision with an iceberg. 65 lives and a million dollars' worth of treasure were lost.

"CENTURION" REACHES PORTSMOUTH.

H.M.S. *Centurion* has reached Portsmouth, and received a hearty welcome.

THE ROYAL TOUR.

H.M.S. *Optim* has arrived at Capetown with the Duke and Duchess of Cornwall and York on board. Their Royal Highnesses were welcomed in a magnificent manner.

REUTER'S SERVICE.

LONDON, 17th August.

NAVAL AND MILITARY WORKS BILLS.

The Naval and Military Works Bills have been read a third time.

PARLIAMENT PROBOGUED.

Parliament has been prorogued.

LONDON, 18th August.

KRITZINGER'S RETREAT FROM CAPE COLONY.

General Goring has driven Commandant Kritzinger and his followers the latter numbering only one hundred men, many of them on foot, across the Orange River.

CONFLAGRATION IN LONDON.

The premises of the Masawatte Tea Company at Tower Hill have been gutted by fire.

GERMANY AND JAPAN.

Cordial telegrams have been exchanged between the German Emperor and the Mikado in reference to the reception of Count von Waldersee in Japan.

THE COCHRANE STREET DISASTER.

The removing of the ruins at the scene of the Cochrane Street house-collapse is proceeding apace. Thirteen dead were exhumed on Monday night and one yesterday morning, a total of fourteen, making a grand total of dead unearthed since the accident of forty-three.

All the debris has now been removed from the centre of the street, thus permitting of its free passage, and the heap where the collapse occurred is diminishing appreciably. No more bodies had been recovered since morning up to the time when we went to press last night.

The man who was unearthed on Tuesday night, whose miraculous escape from death has caused a great deal of wondering comment, is doing well in the Government Civil Hospital, and recovering strength hourly.

POLICE COURT.

Tuesday, 20th August.

BEFORE MR. HAZLEWOOD.

CASES OF THEFT.

Mak Ng stole a purse containing \$6.25 in Mexican silver from one Lam Chai, a shoemaker, and received one month's hard labour.

Ho To stole from cargo-boat No. 120, belonging to Wong Kam, thirteen pieces of silk, and was sentenced to six weeks' hard labour.

INTERFERENCE WITH BURIAL.

Chu Chan, a contractor, of No. 10, Queen's Road, was charged with commencing alterations and additions to a building on Marine Lido 33 before obtaining the necessary permit, and was fined \$100 or two months' hard labour.

BEFORE MR. KEMP.

MORE CASES OF THEFT.

Cham Sang stole from a launch a brass lubricator and monkey-wrench, total value \$25, and was bound over to \$25 to be on his good behaviour for three months.

Wan Kam feloniously entered a house on Sai Hing Lane and stole therefrom three boxes of clothing. He was sentenced to six weeks' hard labour.

NEW ADVERTISEMENTS

NEGRI SEMBILAN GOVERNMENT NOTIFICATION.

APPLICATIONS will be received for the post of qualified Assistant Surgeons in the Negri Sembilan Government Service, Federated Malay States. Salary \$1,080 per annum, with annual increments as specified hereunder and free furnished quarters.

The Assistant Surgeon appointed must sign an agreement for 5 years, on expiry of which, should his service be satisfactory, he will be put on the Fixed (Pensionable) Establishment. Candidates must hold a diploma from a recognized Medical College.

Applications with copies of recent testimonials will be received by the State Surgeon, Negri Sembilan, Malay Peninsula.

SCALE OF SALARY.

1st year	\$1,080
2nd "	1,128
3rd "	1,176
4th "	1,224
5th "	1,272
6th "	1,320
7th "	1,368
8th "	1,416
9th "	1,464
10th "	1,512
11th "	1,560
12th "	1,608
13th "	1,656
14th "	1,704
15th "	1,752
16th "	1,800
17th "	1,848
18th "	1,896
19th "	1,944
20th "	1,992
21st "	2,040
22nd "	2,088
23rd "	2,136
24th "	2,184
25th "	2,232
26th "	2,280
27th "	2,328
28th "	2,376
29th "	2,424
30th "	2,472
31st "	2,520
32nd "	2,568
33rd "	2,616
34th "	2,664
35th "	2,712
36th "	2,760
37th "	2,808
38th "	2,856
39th "	2,904
40th "	2,952
41st "	3,000
42nd "	3,048
43rd "	3,096
44th "	3,144
45th "	3,192
46th "	3,240
47th "	3,288
48th "	3,336
49th "	3,384
50th "	3,432
51st "	3,480
52nd "	3,528
53rd "	3,576
54th "	3,624
55th "	3,672
56th "	3,720
57th "	3,768
58th "	3,816
59th "	3,864
60th "	3,912
61st "	3,960
62nd "	4,008
63rd "	4,056
64th "	4,104
65th "	4,152
66th "	4,200
67th "	4,248
68th "	4,296
69th "	4,344
70th "	4,392
71st "	4,440
72nd "	4,488
73rd "	4,536
74th "	4,584
75th "	4,632
76th "	4,680
77th "	4,728
78th "	4,776
79th "	4,824
80th "	4,872
81st "	4,920
82nd "	4,968
83rd "	5,016
84th "	5,064
85th "	5,112
86th "	5,160
87th "	5,208
88th "	5,256
89th "	5,304
90th "	5,352
91st "	5,400
92nd "	5,448
93rd "	5,496
94th "	5,544
95th "	5,592
96th "	5,640
97th "	5,688
98th "	5,736
99th "	5,784
100th "	5,832

W. LEONARD BRADDOCK, F.R.C.S., State Surgeon, Negri Sembilan, Seremban, 10th August, 1901. [2125]

TO LET.

UNFURNISHED, FIVE-ROOMED HOUSE ON CAINE ROAD.

"HOUSE."

Care of Office of this Paper. Hongkong, 21st August, 1901. [2124]

ALTERATION.

DOUGLAS STEAMSHIP COMPANY, LIMITED.

FOR AMOY AND TAMSUI. THE Company's Steamship.

"HAIMUN." Captain Passmore, will be despatched for the above ports TO-DAY, the 21st inst., at 2 P.M.

For Freight or Passage, apply to DOUGLAS LARSEN & CO., General Managers.

Hongkong, 21st August, 1901. [2127]

POSTPONEMENT.

DOUGLAS STEAMSHIP COMPANY, LIMITED.

FOR SWATOW. THE Company's Steamship.

"HAIHONG." Captain Davis, will be despatched for the above port TO-MORROW, the 22nd inst., at 10 A.M.

For Freight or Passage, apply to DOUGLAS LARSEN & CO., General Managers.

Hongkong, 21st August, 1901. [2126]

HAMBURG-AMERIKA LINIE.

FOR SHANGHAI. THE Steamship.

"LOONGMOON." Captain Schmidt, will be despatched for the above port on SATURDAY, the 24th instant, at 3 P.M.

This Steamer has superior accommodation for First and Second Class Passengers.

For Freight or Passage, apply to SIEMSEN & CO., Agents.

Hongkong, 20th August, 1901. [2123]

OCEAN STEAMSHIP COMPANY.

CONSIGNEES per Company's Steamer.

"AJAX" are hereby notified that the Cargo is being discharged into Craft and/or landed at the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Ltd., in both cases it will be at Consignees' risk. The Cargo will be ready for delivery from Craft or Godown on and after the 23rd instant.

Optional Cargo will be landed unless notice has been given prior to steamer's arrival.

Goods undelivered after the 27th instant will be subject to rent. All damaged Goods must be left in the Godowns, where they will be examined at 11 A.M. on the 28th instant.

No Fire Insurance has been effected.

BUTTERFIELD & SWIRE, Agents.

Hongkong, 20th August, 1901. [2125]

NOTICE.

FUND IN AID OF THE MEMORIAL OF HER LATE MAJESTY QUEEN VICTORIA.

SUBSCRIPTIONS in aid of the above Fund are invited.

Those desirous of subscribing may pay their Subscriptions to the Honorary Treasurers of the Fund or sign the Subscription Lists, which may be found at the following places:

HONGKONG AND SHANGHAI BANK.

HONGKONG CLUB.

Messrs. W. BEYNER & Co.

Messrs. G. FALCONER & Co.

Messrs. KELLY & WALSH.

Messrs. LANE, CRAWFORD & Co.

Messrs. A. S. WATSON & Co.

Messrs. WATKINS, LIMITED.

J. H. STEWART LOCKHART, Honorary Secretary.

Hongkong, 19th August, 1901. [2105]

R. J. REMEDIOS.

FOREIGN AND COLONIAL STAMP DEALER.

No. 37, CAINE ROAD, HONGKONG.

Will be glad to send STAMPS on approval to any address on receipt of satisfactory references.

Is also prepared to purchase used POSTAGE STAMPS in large or small quantities for Cash.

AGENTS WANTED.

15 to 25 per cent. Discount Allowed. [1896]

C. E. WARREN, BUILDING CONTRACTOR.

No. 25, ABERDEEN STREET.

SANITARY APPLIANCES SUPPLIED AND FIXED. DRAINS, TRAPS, WASTE PIPES, &c., CLEANSED AND REPAIRED. Sanitary Board Notices receive prompt attention. Agents for MOSAIC Tiles. Prices on Application. [18]

INTIMATIONS

THE REGISTRATION OF TRADE MARKS ORDINANCE, 1898.

APPLICATION FOR REGISTRATION OF TRADE MARK.

NOTICE IS HEREBY GIVEN that FERD. BORNEMANN, carrying on business at Hongkong and elsewhere as a Merchant, has on the 4th day of MAY, 1901, applied for the Registration in Hongkong, in the REGISTER OF TRADE MARKS, of the following TRADE MARKS:—

(a) A representation of a Chinese temple with three figures and two elephants.

(b) Four Chinese boys with flower-pots.

(c) A Chinese man sitting on a pot.

(d) Two representations of an Ichthyosaurus.

(e) A lotus flower growing in a pool of water.

(f) A Chinese man and his wife sitting at a table.

(g) A girl on a tight-rope with a bottle and glasses.

(h) The representation of a fish with four boys.

(i) The representation of a girl supposed to be drowning.

In the name of FERD. BORNEMANN who claims to be the Proprietor thereof. The TRADE MARKS have been used by the applicant in some cases and in others are intended to be used by the applicant forthwith in respect of the following goods:—

(a) Colours in Class 1, cloths and stuffs of wool, worsted and hair in Class 34.

(b) Colours in Class 1, and cotton cloths, Haverhill, Oxford, cotton drills, shirtings, shirtings, Italians, repps, broadcloths in Class 34, and cloths of wool, blankets, broadcloth, stripes in Class 34.

(c) Llama brands in Class 35, cloths in Class 35, cloths of wool and stripes in Class 34.

(d) Cotton thread in Class 23, iron wires in Class 5, knives, files, saws in Class 12, sewing machines in Class 6, needles and shoels in Class 13 and llama brands in Class 35.

(e) The same as (d) excepting colours.

(f) Shirting, Italians, repps and broadcloths in Class 34, cloths of wool, blankets, broadcloths and stripes in Class 34.

(g) Beer and whiskey in Class 43.

(h) Metal lamps in Class 13, glass in Class 15.

(i) Same as (b) except colours and llama brands.

Particulars of the TRADE MARKS can be seen at the Office of the Colonial Secretary of Hongkong.

Dated the 20th day of June, 1901.

DENNIS & BOWLEY, Solicitors for the Applicant.

1559.

NEW MUSICAL PUBLICATIONS.

MAESTRO A. CATTANEO.

GRAND MASS (with Organ Accep.) No. 1 ALBUM (3 Songs, English & Italian). No. 2 ALBUM (3 Songs).

The "Lily" Waltz and "ELIZA" Waltz. NEW FEATURE.—

Pocket Edition of Pianoforte Music: including MARCH dedicated to Hongkong Volunteers and POLKA to Peak Residents.

To be had of all MUSIC DEALERS. (1078-2)

H. F. CARMICHAEL.

CONSULTING ENGINEER, SURVEYOR AND CONTRACTOR, QUEEN'S BUILDINGS.

TELEGRAMS: "CARMICHAEL," HONGKONG.

A B C Code, 4th Edition.

Lieber's Standard Code.

TELEPHONE, 332.

Hongkong, 21st June, 1901. [1554]

AT THE SEAT OF WAR.

BEING an Account of the Doings of the 2ND BATT. ROYAL WELSH FUSILIERS in the NORTH CHINA CAMPAIGN, 1900. Reprinted from the Hongkong Daily Press.

Price—10 cents per copy cash. Copies can be obtained at the Soldiers' Club, or of Booksellers.

Hongkong, 8th December, 1900. [1398]

LOVE, COURTSHIP, MARRIAGE.

By the famous author of "How to be Happy Though Married," the REV. E. J. HARDY, MILITARY CHAPLAIN at HONGKONG.

The following Series of Articles on the above are appearing weekly in the Hongkong Daily Press:—

COURTSHIP AND FLIRTING.

"Flirting means attention, without intention. 'Courtship and flirting differ from one another as a good thing differs from a bad one.' Flirting is a spoon with nothing in it."

CHOICE IN MARRIAGE.

A young man once said to his chum: "The fortunate girl who gets me must have handsome, rich, and a few 'What all that?' asked the friend. 'Well, she must be handsome and rich, or else I won't have her; she must be a fool, or else she won't have me.'"

PROPOSING.

Many men find it the hardest thing in the world to propose. "A swain went one evening to the cottage of his beloved. She was seated by the fire, knitting, a cat at her feet. After a long silence he took the cat on his knees, and stammered out: 'Pussy, ask Lizzie if she'll marry me.' Lizzie blushed, hesitated, then said: 'Pussy, you can tell Lizzie I'll take him.'"

ENGAGED.

"Proposing to a girl, which was the subject of our last paper, is easy, indeed quite easy, compared to proposing to her father for her. For fathers find their daughters great resources and are not, in this case, anxious to 'husband their resources.'"

THE WEDDING AND THE HONEYMOON.

A parish clerk said to the clergyman who was adding a homily to the marriage service: "Please to cut it short, sir; they've got the cat by the hour."

MARRIED A YEAR.

"The advice I give gently over the steeple, which is frequently given to inexperienced whips, may be respectfully suggested to the newly married. 'The first evil deed which should be married, dangerous' is the first year of married life."

LOVING THOUGH MARRIED.

"Shakespeare says that 'love is April when they woo, and December when they wed,' but as for women can say of their husbands what Garrick's wife said of hers: 'He never was a husband to me: he was always a lover.'"

Hongkong, 17th August, 1901. [2096]

AUCTIONS

BY ORDER OF THE MORTGAGEES. PUBLIC AUCTION.

MR. G. P. LAMBERT will Sell by Public Auction, at his Office, Duddell Street, on FRIDAY, the 23rd August, 1901, at 3 P.M., the

VALUABLE LEASEHOLD PROPERTY Situated at

Shaukiwan, in the Island of Hongkong, Consisting of

Shaukiwan Lots Nos. 18, 19, 20, 21, 22, 23, 125 and 385 which are held as to Lots Nos. 18, 19, 20, 21, 22, 23, and 125 for the residue of several terms of 999 years and as to Lot No. 385 of the residue of a term of 75 years.

Particulars and Conditions of Sale may be obtained from

Messrs. DEACON & HASTINGS, 10, Queen's Road Central, Vendor's Solicitors, or

MR. GEO. P. LAMBERT, Auctioneer, Hongkong, 9th August, 1901. [2025]

NOTICE.

PUBLIC Sales of BUILDING LOTS in the Town of QUANG-TECHOW will begin about September 15th next.

Parties who want to buy at the first sale are invited to address their demands of putting to Auction to the ADMINISTRATOR DU TERRITOIRE, QUANG-TECHOW, before September 1st, 1901.

The Map of the Town and Conditions of Sale can be seen at the French Consulate, Hongkong, where intending buyers will find forms of application.

Hongkong, 17th August, 1901. [2095]

BY ORDER OF THE SUPREME COURT OF HONGKONG.

PUBLIC AUCTION.

Messrs. HUGHES and HOUGH will sell by Public Auction at their SALE ROOMS, Ice House Street, on

THURSDAY, the 5th September, 1901, at 3 P.M., in two Lots, the VALUABLE LEASEHOLD PROPERTY situate at Victoria, Hongkong.

Lot 1.

The valuable Messuages and Premises known as No. 34, Lower Lascar Row and No. 32, Upper Lascar Row held for an unexpired term of 941 years at the annual Crown Rent of \$11.

Lot 2.

The valuable Messuages and Premises known as No. 227, Queen's Road Central and No. 229, Jervois Street, held for an unexpired term of 942 years at the annual Crown Rent of \$18.

For further Particulars and Conditions of Sale apply to Messrs. DENNIS and BOWLEY, Solicitors, Supreme Court House; or to Messrs. HUGHES and HOUGH, Hongkong, 20th August, 1901. [2113]

FOR SALE.

RACING YACHT "ERICA," designed by Mr. A. J. HENSON, Champion boat in Sweden 95-99, and winner of many prizes. Price \$300 complete with sails, new last year. Can be seen on application to SECRETARY, R.E.Y.C. R.E. Mess. Hongkong, 9th August, 1901. [2020]

NOTICE.

THE Undersigned carry in Stock an extensive line of CIGARS and CIGARETTES from the "GERMINAL" FACTORY of Manila, for which they are Sole Agents in Hongkong. Prices moderate. Stock of specially selected quality. A trial solicited. Special Terms to Exporters.

T. M. STEVENS & CO., 1, Duddell Street, Hongkong, 2nd August, 1901. [1934]

THE HONGKONG STEAM LAUNDRY COMPANY, LIMITED.

WASHING! WASHING! WASHING! GENTLEMEN'S (Ordinary), at a fixed price of 88 per month per head, or as per tariff. LADIES' and FAMILY, as per tariff. All Articles Disinfected. Shirts, Collars and Cuffs Glossed by Machinery. Californian Washermen employed. No coolies sleep on premises.

DEPOT: 5, ICE HOUSE STREET. F. G. ALLEN, Manager. Hongkong, 7th August, 1901. [2002]

STEAM LAUNDRY COMPANY, LIMITED.

THE Company is now in a position to Collect and Deliver at Private Residences. Customers who desire our man to call for their Washing will oblige by addressing the undersigned.

F. G. ALLEN, Manager. Hongkong, 15th August, 1901. [2067]

BAILEY & MURPHY.

CONSULTING ENGINEERS AND SURVEYORS, 60 & 62, DEN VEXU ROAD.

Telephone No. 187. Telegrams "Contract."

W. S. BAILEY, M.I. MECH. E.

R. O. MURPHY, M.I. MECH. E.

Hongkong, 4th January, 1901. [1]

A. LING & CO., FURNITURE STORE.

PLATED GLASS & CROCKERY WARE. Also FOOCHOW LACQUERED WARE. FURNITURE ON HIRE. 68, QUEEN'S ROAD CENTRAL. Hongkong, 1st May, 1901. [2145]

OREGON LUMBER.

THE Undersigned, being closely connected with the leading MILLS at PORTLAND and PUGET SOUND, are always prepared to book orders for any specifications at LOWEST RATES. SIEMSEN & CO. Hongkong, 14th February, 1901. [159]

PUBLIC COMPANIES

HONGKONG HOTEL COMPANY, LIMITED.

NOTICE.

THE ORDINARY HALF-YEARLY MEETING OF SHAREHOLDERS will be held at the COMPANY'S HOTEL, TO-DAY (WEDNESDAY), the 21st August, 1901, at Noon, for the purpose of receiving a Statement

TO LET.

TO LET FURNISHED

For 2 or 3 months from 1st August.
27, BELLIOS TERRACE, Top Terrace, fine view of Harbour, back entrance from Conduit Road.
Apply to—
C. E. WARREN,
No. 3A, Wyndham Street.
Hongkong, 19th August, 1901. [2106]

TO LET.

SHOPS, OFFICES, and ROOMS in BEACONSFIELD ARCADE.
ONE SMALL GODOWN IN DUDELL STREET.
For Particulars, apply to—
TURNER & CO.
Hongkong, 20th August, 1901. [2118]

TO LET.

TWO EUROPEAN HOUSES, Nos. 18 and 20, LEIGHTON HILL ROAD.
Apply to—
HONGKONG & KOWLOON LAND & LOAN COMPANY, LD.,
No. 8, Queen's Road West.
Hongkong, 7th August, 1901. [1998]

TO LET SHORTLY.

HOUSES (now in course of erection and nearing completion) in a first-class business locality, DES VEAUX ROAD CENTRAL, next to A. J. V. Furniture Store. Ground floors suitable for Shops. Upper floors have plastered ceilings and walls, and are very suitable for Offices.
Apply to—
J. S. LEE & CO.,
Care of WING CHEONG TAI,
240, Des Vaux Road West.
Hongkong, 7th August, 1901. [1999]

TO LET FURNISHED, No. 3, CAMBERN VILLAS, from date to 15th October. Plate and Linen included. Servants can be retained.
For Particulars, apply to—
TURNER & CO.
Hongkong, 15th August, 1901. [2080]

TO LET.

NOS. 1 to 8, WILD DELL, WANCHAI ROAD.
Apply to—
SANG KEE,
198, Praya Central.
Hongkong, 16th August, 1901. [2084]

TO LET.

A HOUSE in RYON TERRACE.
BLUE BUILDINGS, No. 3, 2ND FLOOR.
"THE RETREAT," MOUNT KELLY.
Apply to—
THE HONGKONG LAND INVESTMENT & AGENCY CO., LD.
Hongkong, 13th July, 1901. [66]

TO LET.

NO. 1, STEWART TERRACE, the PEAK.
Apply to—
THE HONGKONG LAND INVESTMENT & AGENCY CO., LD.
Hongkong, 17th July, 1901. [1799]

TO LET.

GODOWN, No. 5A, DUDELL STREET.
Apply to—
THE HONGKONG LAND INVESTMENT & AGENCY CO., LD.
Hongkong, 5th July, 1901. [1692]

TO LET.

THE GODOWN in WEST POINT (Kennedy Town), known as Feather Factory, now occupied by the Hongkong and Kowloon Wharf and Godown Co., LD.
For Particulars, apply to—
LAUS WEGENER & CO.
Hongkong, 9th July, 1901. [1730]

TO LET.

"FASTLEY," UPPER RICHMOND ROAD, and Nos. 3, 5 and 6, RICHMOND TERRACE.
Apply to—
LAU CHU PAK,
Care of A. S. Watson & Co., Ltd.
Hongkong, 1st August, 1901. [1935]

TO LET.

HOUSE No. 3, LOWER CASTLE ROAD.
Apply to—
T. EDWARDS,
No. 22, Stanley Street.
Hongkong, 9th August, 1901. [2024]

TO LET.

"FERNSIDE," No. 37, ROBINSON ROAD.
Apply to—
S. A. RAMJAHN,
Care of Thomas's Grill Room.
Hongkong, 1st August, 1901. [1937]

TO LET.

NO. 8A, QUEEN'S ROAD CENTRAL.
Apply to—
KWONG CHEONG WO,
No. 239, Des Vaux Road.
Hongkong, 8th July, 1901. [1733]

TO LET.

BOARD AND RESIDENCE.
MRS. GILGANDERS
"GLENWOOD,"
21, CAJNE PLACE.
Hongkong, 20th September, 1900. [389]

TO LET.

COMFORTABLY FURNISHED ROOMS, with Board and Lodging, at 22, PRAYA CENTRAL.
Apply to—
MRS. MATHUR,
22, Praya Central.
Hongkong, 1st January, 1902. [1912]

TO LET.

A FINE NEW COTTAGE PIANO.
Apply to—
INTRAMURO,
42, Grace Road.
Hongkong, 19th August, 1901. [2102]

NOTICES OF FIRMS

NOTICE.

THE Business of Messrs. TURNER & CO. in Hongkong has been transferred to the Underigned, who will continue to carry it on under the same Name, Style and Title of TURNER & CO.
R. CHATTERTON WILCOX.

Referring to the above, Mr. HAROLD CHATTERTON WILCOX has been admitted a PARTNER in our Firm from this date.
TURNER & CO. [187]
Hongkong, 25th July, 1901.

NOTICE.

WE have This Day Authorized Mr. HUNG MAK HOI 洪墨海翁 and Mr. CHOI PO SIEN 蔡寶善翁 to SIGN OUR NAME PER PROCUATION.
A CHEE & CO. [2083]
Hongkong, 16th August, 1901.

HONGKONG BUSINESS DIRECTORY.

BOOKBINDING

"DAILY PRESS" OFFICE.
The only office in China having European taught workmen. Equal to Home Work.

BUILDERS

KANG ON,
Contractor, 30, D'Aguiar Street. Local and Coast Port Buildings, Timber, Brick and Granite.
Mechanics engaged, Estimates given.

CHEMISTS DRUGGISTS, &c.

THE VICTORIA DISPENSARY.
Chemists and Druggists, High-class Assorted Waters, Dealers in Photographic Requisites, Queen's Road.

FURNITURE WAREHOUSEMEN

A CHEE & CO., Established 1859.
Every Household Requisite. Depot for Eastman's Kodak Films and Accessories, 17A, Queen's Road Central.

JEWELLER

MAISON LEVY HERMANOS,
Diamond Jewellers and Watchmakers, 40, Watson's Building, Queen's Road. Also at Shanghai, Manila, Paris and Tokio.

PHOTOGRAPHERS

A FONG,
The largest and most complete Studio in Hongkong. Established 1859. Views, Enlargements, Ivory Miniatures, Oil Paintings, &c.; Ice House Street.

MEE CHEUNG,
Ice House Street, Top Floor. Permanent Enlargements, Groups, Views, etc.; Development Works, Amateurs' Requisites.

M. MUMEYA, JAPANESE ARTIST.
Bromide and Carbon Enlargements and also colouring Photos and relief Photos. Views of China and Manila. Work done for Amateurs; No. 8, Queen's Road Central.

PRINTING

"DAILY PRESS" OFFICE.
Proofs read by Englishmen.

STOREKEEPERS

F. BLACKHEAD & CO.,
Navy Contractors, Shipchandlers, Sailmakers, Provision and Coal Merchants, Praya Central next Hongkong Hotel.

BISMARCK & CO.,
Navy Contractors, Ship Chandlers, Provision and Coal Merchants, Sailmakers, &c. Fresh Water supplied to Vessels in the Harbour.

KWONG SANG & CO.,
Shipchandlers, Sailmakers, Hardware, Engineer Tools, Brass and Iron Merchants, 144, Des Vaux Road.

MORE & SEIMUND,
43 and 45, Des Vaux Road, Shipchandlers, Sailmakers, Riggers, Commission Agents and General Storekeepers; Sole Agents for Shipowners' Commission ("Greyhound Brand") and Blundell, Spence & Co.'s Composition.

TAILORS

R. HAUGHTON & CO.,
Naval, Military and Court, 18, Queen's Road, Opposite Kuhn's Carriage Store.

TOBACCONISTS

D. S. DADY BURJOR, "LOS FILIPINOS,"
Importer of the Best Manila Cigars; 25 Pottinger Street.

WATCHMAKERS

DROZ & CO.,
19, Queen's Road Central. Repairs of Watches and Clocks by competent European experts, at moderate rates.

QUAN WAH & CO.,
DEALERS IN ITALIAN MARBLE AND GRANITE MONUMENTS.
DESIGNS & PRICES ON APPLICATION
At No. 1, Queen's Road East, Hongkong.
Hongkong, 17th July, 1899. [1738]

SIEN TIN,
SURGEON DENTIST,
No. 10, D'AGUIAR STREET.
TERMS VERY MODERATE.
Consultation Free.
Hongkong, 2nd September, 1891. [332]

NOTICE.

H. YERRA'S STUDIO has been re-opened at BEACONSFIELD ARCADE, where the business will be conducted as usual from this date.
Hongkong, 9th August, 1901. [2023]

AUTOMATIC MAUSER PISTOLS.
CALIBRE 7.63 mm.
WITH CHANGEABLE 10 CARTRIDGES,
FIRING 20 SHOTS IN 2 SECONDS.
SIEMSEN & CO.
Hongkong, 2nd October, 1900. [76]

[ALL RIGHTS RESERVED.]

THE NOBLE MILKMAID,

BY

KATHARINE TYNAN

(Author of "The Handsome Brandoes," &c.).

When my Lord Castletowers married a milkmaid, there were many to say that it would come of it. My Lord, though not yet thirty, was of his nature grave and reserved, out of spirit and touch indeed with the Court, where his office kept him, and as the courtiers esteemed it something of a shadow upon their laughter. Not that he stood alone as a snob, in that which Mr. John Dryden has called "a lubric and adulterate age." Even at the Court he found friends of his own way of thinking, as for instance the late painted Mrs. Godolphin, who with her husband and Mr. Evelyn were chief among my Lord's intimates.

He had been visiting in Devon, when he found the milkmaid. She was indeed as sweet as one's ever milked syllables in a silver dish. A woman more comely, more innocent, I have not known. To see her in that licentious Court was to smell the sweet breath of kine in a summer dawning, and to have the dew of it plash about your feet.

The worldly wise whispered that my Lord was mad to have brought her to Court. The vicious leered as she went by, a soft wonder of rose and white, in her coming to Court gown of white velvet and roses. Sir Peter Lely would have painted her modest among his wanton dames, in her childish, bodice, which showed only a line of white neck and shoulder, but before she could sit to him the calamity befell. I am of my Lord's own county, a Baron of Barndyke, and my lord has ever taken notice of me, and even admitted me to intimacy, so that I may pretend to a knowledge of his noble mind. Therefore I read my lord's bringing his bride to Court as due to a noble faith and simple confidence which experience in this most evil of schools had not withered. For because he had not wed my lady because she was sweet as posies and like in the body to a meadow-flower come alive, but because behind the beauty of her person he discovered a soul as fragrant and lovely. And at first the discretion of his lady seemed to warrant what they called the indiscretion of my lord.

Mistress Godolphin was not then at Court, having retired with her husband to their seat in the Kingdom of Cornwall, also perhaps this trouble had not befallen. But my lady attached herself at first coming to the Court to the Queen's person, who though not beautiful to look upon was of so royal a heart that she could never envy one of her subjects that beauty which she herself did not possess. Indeed she seemed to love the Lady Castletowers, and in a sense the simplicity of the one consoled her of the other. And presently the Lady Castletowers became the Queen's dearest friend, and she was the Queen's dearest friend with her country duties when the Royal head ached with the burden of its Crown and its wisdom.

It was not well to play fast and loose with the honour of the Earl of Castletowers, yet there were those that did essay it out of the courage of hell, laying siege to that innocent lady, whose innocence, which they hoped to be her pitfall, was yet her defender. For how much evil must have passed her by, and left her unscathed. Yet was she merry, cheerful, and levelled to laugh as much as any child, and afterwards that same merriment was made to appear against her.

Now the Earl of Castletowers was sent into France on privy business for the King, and the time of his absence was chosen for that attempt upon the honour and happiness of his lady, the instigator of which is yet unknown to any but the Judgment of God. The occasion was that of a masked ball given in honour of the Queen's birthday, and Castletowers, on his way out, had conveyed to his lady his wishes that she should not attend it. "For it is not becoming," he said, "that a lady without the protection of her husband should go ruffling it among masquers, to whom, alas! the honour of the husband is but a jest, and of the wife a scoff. Bide therefore, dear heart, at our lodging, so that I shall be assured of your safety, and shall dream of you asleep in moonlight with the smile upon your face which the last thought of me hath left there."

When it was known that by her Majesty's permission the Lady Castletowers would not attend the ball, there were many who strove to change her. Even the King himself rallied her, declaring that her husband's uxorious jealousy would rob the ball of its fairest mask. She laughed with her liquid eyes and her scarlet lips, and met the King's gaze as frankly as any boy might have done. But it was no use to try to win her from her purpose of being absent from the Name-night Ball.

That man who placed this wickedness truly feared neither God nor man, nor did they spare to bring the King's majesty within their machinations, counting no doubt that the King in the result would forgive them.

On the day of the ball there came to the King's hand a letter purporting to be from the Lady Castletowers, appointing a tryst with him at the ball. "Your Majesty shall know me by the knot of cherry-coloured ribbon worn upon my mask, which I dare not remove for fear of my Lord's anger," the letter said.

The Queen's evening was conveyed a letter to Lady Castletowers, purporting to come from her lord, but all this we knew too late. "I am returned," it said, "but being much concerned with affairs of his Majesty, I shall look for you at the Palace. I shall wear the dress of Henry of Valois by which you will know me, since we are to go masked till midnight. As for you, sweetheart, wear the knot of cherry-coloured ribbon that shall remind me of that day we met first in Devon pastures."

My lady, therefore, as I learnt afterwards from her waiting-woman, Mistress Phoebe, with much joy busked herself bravely for the ball, putting on her gown of silk with a domino of like colour, and a mask of black velvet, and as Mistress Phoebe told me, could not forbear from smiles and singing while she robed her, because her separation from her lord was come to an end.

I was looking from the gallery upon the hall with its gay and splendid masks, all moving, gliding to the music of a minuet, when a hand was laid upon my arm, a hand, I daresay, whiter than any there, though it had once known how to milk cows and gather the butter from the churn. "Harry, Master Harry Barron," whispered a voice which I had known all the world over for his home and sweet rusticity.

"You here, my lady?" I cried, doffing my page's cap of velvet, for I was in character as a page of Catharine de Medicis. "I thought you would not honour the ball."

She put her pretty head to one side with a gay and innocent blandishment which I would have known the world over for my lady's way. "I am too honoured."

"So we shall come upon my lord. How else should I find him in such a multitude? Your hand, Master Harry."

I gave her my hand to lead her to the dancing-floor.

"What mask does my lord wear?" I asked. "He will have three golden lilies upon his surcoat for the badge of Henry of Valois."

"Strange!" I said half to myself. "I have seen such a mask, but the figure and the bearing I should have thought to belong to his Majesty, whose whim is for this night till midnight strikes to lose himself among his subjects."

"He and my lord are much of a height and bearing," she said. "Come, dear child, find my lord for me. We have not been so long separated since we were wed."

She almost ran before me as we went down the stairs, and I followed with a misgiving, for why should my lord return in this skulking way? Was not someone practising upon her innocence?

We had taken but a few steps in the passage, an ancient drape, but newly brought back to fashion, when I felt her hand close upon mine, and following the eager flight of her eyes, I saw the Valois King standing a little apart in the shadow of the balcony watching us.

She could scarce endure, that I saw plainly, to finish the figure, but she remained till it was done. Then we turned towards the mask, who stepped a pace to meet us. Truly now, looking upon him closer, he might as well be my lord, for Castletowers as the King, or as his Grace of Rochester as either, for since the mask went under the chin there was nothing but the curling hair and the figure to betray the wearer, unlike my lady's mask, which hid her eyes and forehead, whom all the world might know by her milky throat and chin, her scarlet mouth and cheeks of damask.

"With a how to me the mask took the lady's hand, and led her away. And yet . . . and yet, I had, and I had her away. And yet . . . and yet, I watched them fearfully, with I know not what premonition of ill."

There in the shadow of the gallery all was quite, and those who were not dancing were watching the parade. But my eyes followed the Valois King and his companion. I saw the cavalier lift a portion of the tapestry behind which a door must have lain, though I had known it not, and swiftly motion the lady to enter. She passed within—even as she went I noticed her upward joyful glance at him—he followed, and the tapestry fell behind them.

Then a sort of distraction came upon me. If this were not my lord, and my lady were in peril, because of some of the evil and shameless chicanery of courtiers, why was I standing here, while my sword was at my side, and my will ready to do battle for my lady's honour? Maskers rallied me as they passed by, but I stood like a stock or a stone, biting at my nails, and in the worst trouble of spirit.

But suddenly I saw coming through the crowd a form that made my heart leap. How had it been possible for me to take the Valois King for the Earl of Castletowers? Here was the King himself, clad plainly, with a little mask of velvet, and scanning the mad crowd, as though he would wrest their secrets from the mask. As he came near me I plucked at his sleeve.

"My lord," I cried.
"Ah, Harry Barron. You are here. I am seeking my Countess. I arrived at my lodgings an hour ago, and heard she attended the Queen's Masque. Have you seen aught of her?"

"I have seen her, my lord," I said trembling, but ere I could explain further I heard a shriek from the hidden room. "She is here, I cried, "and in peril I doubt not."

(To be continued.)

THE

ROBINSON

PIANO CO., LTD.

PIANOS

BY ALL THE LEADING MAKERS.

Hongkong, 21st August, 1901. [2053]

BRITISH NORTH BORNEO.

TENDERS are invited for the General Farms for a period of three years commencing from the 1st January, 1902, as herein below described:—

OPPIUM. The sole right to import, manufacture and sell raw Opium, Chandu and Opium Dress in British North Borneo and Labuan.

SPIRITS. The sole right to license the manufacture and sale of such Wines and Spirits as are usually consumed by Chinese and other Asiatics, and the right to issue licenses to sell Wines, Beer and Spirits under Notification dated 1st February, 1893.

PAWN-BROKING. The sole right to keep and license others to keep Pawn-broking Establishments.

GAMBLING. The sole right to keep and to license the keeping of Gambling Houses.

(1) These tenders must be sent under sealed cover to reach Sandakan by noon on the 31st day of October, 1901, and must be addressed to the Secretary to the Governor. The words "Revenue Farms" must be written on the outside of the envelope.

(2) The Laws and Regulations governing these Farms can be seen on application at the Office of Messrs. Guthrie and Co., Singapore, of Messrs. Gibb, Livingston and Co., Hongkong, of the Malay Mail at Kuala Lumpur and of the Treasurer-General at Sandakan.

(3) The Opium Regulations are similar to those in the Straits Settlements and F.M.S.

(4) The Gambling Regulations are similar to those in the Malay States.

(5) These Tenders are invited for the whole Territory, but any tenderer may submit a separate tender for any of these Farms or for any portion of the State of British North Borneo.

(6) Every tender must state the nature of the Security to be offered, which must be partly in cash, to be deposited in an approved Bank, and partly in landed and house property.

(7) The Government does not bind itself to accept the highest or any tender.

LABUAN. The Colony of Labuan will be included in the British North Borneo Farms for Opium, Spirits and Pawn-broking.
Sandakan, 8th July, 1901. [2039]

anoline
Natural Toilet Preparations.
Toilet "anoline" in collapsible tubes, makes rough skin smooth, and protects delicate complexions from wind and sun.
"anoline" Toilet Soap
Never irritates; cleanses and keeps the skin supple.
Wholesale Depot—67, HOLBORN VIADUCT, LONDON.

JAPAN COALS
THE MITSUI BUSSAN KAISHA
(OR MITSUI & CO.)
HEAD OFFICE—43, SAKAMOTO-CHO, TOKYO.
LONDON OFFICE—34, LIME STREET, E.C.
HONGKONG OFFICE—6, ICE HOUSE STREET.

BRANCH OFFICES:
New York, San Francisco, Hamburg, Bombay, Singapore, Sourabaya, Manila, Amoy, Shanghai, Hankow, Chioo, Tientsin, Newchwang, Port Arthur, Seoul, Chemulpo, Yokohama, Yokosuka, Nagoya, Osaka, Kobe, Kure, Shimonoseki, Moji, Wakamatsu, Karatsu, Nagasaki, Kuchino, Sasebo, Miike, Hakodate, Taipei, &c.
Telegraphic Address for all the Offices: "MITSUI"
A.B.C. and A 1 Codes used.

CONTRACTORS OF COAL to the Imperial Japanese Navy, Armaments and Railway Bureau; Principal Railway Companies and Industrial Works; Home and Foreign Mail and Freight Steamers.
SOLE PROPRIETORS of the Famous Miike, Tagawa, Yamano and Ida Coal Mines; and SOLE AGENTS for Fukuro, Hokuo, Ichimura, Kanada, Kishima, Matsuura, Onoda, Otsuji, Tohmyama, Tsubakura, Yoshinotani, Yoshio, Yunkohsaka, and other Coal Mines.
N. INUZUKA, Manager.
Hongkong, 1st August, 1901. [1331]

D. G. GEORGACOPULO'S
IMPORTED
EGYPTIAN CIGARETTES.
THE RECOGNISED LEADING CIGARETTE.
MADE IN CAIRO.

SEE THAT ALL PACKETS BEAR THE EGYPTIAN GOVERNMENT STAMP, THE ONLY GUARANTEE OF ORIGIN.

SOLE IMPORTERS—
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HONGKONG. [1981-2]

MAY BLOSSOM CIGARETTES ARE WORLD RENOWNED
Manufactured only by LAMBERT & BUTLER, LTD., LONDON, ENGLAND. [2053-3]

SWEET CAPORAL Cigarettes
Purest & Best.
Packed in 10/boxes, 20/packets & 50/round tins.
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Supplied in Three Grades: Mild Medium & Strong.
PACKED IN AIR TIGHT VACUUM TINS
MANUFACTURED BY THE AMERICAN TOBACCO CO. U.S.A.

[1735]

VESSELS ADVERTISED AS LOADING.

To ascertain the anchorage of any Vessel, the Harbour has been divided into Four Sections, commencing from Green Island. Vessels anchoring nearest Kowloon are marked k, nearest Hongkong, h, midway between Hongkong and Kowloon m, and those vessels berthed at the Kowloon Wharf k.w., together with the number denoting the section.

1. From Green Island to the Harbour Master's.
2. From Harbour Master's to Blake Pier.

3. From Blake Pier to Naval Yard.
4. From Naval Yard to East Point.

DESTINATION	VESSEL'S NAME	FLAG & REG.	BERTH	CAPTAIN	FOR FREIGHT APPLY TO	TO BE DESPATCHED
LONDON	PELEUS	Brit. str.	2 m.	G.M. Montford, R.N.R.	BUTTERFIELD & SWIRE	To-morrow.
LONDON, &c., via Ports of Call.	MASSILIA	Brit. str.	2 m.	G.M. Montford, R.N.R.	P. & O. S. N. Co.	On 31st inst., at Noon.
LONDON	STENTOR	Brit. str.	2 m.	G.M. Montford, R.N.R.	BUTTERFIELD & SWIRE	On 3rd September.
LONDON	IDOMENEUS	Brit. str.	2 m.	G.M. Montford, R.N.R.	BUTTERFIELD & SWIRE	On 17th September.
LONDON	AXAX	Brit. str.	2 m.	G.M. Montford, R.N.R.	BUTTERFIELD & SWIRE	On 1st October.
LIVERPOOL DIRECT	ORESTER	Ger. str.	2 m.	C. Polack	MELCHERS & CO.	About 15th September.
BREMEN, via Ports of Call.	KONG ALBERT	Brit. str.	2 m.	F. P. Martin, R.N.R.	NIPPON YUSEN KAISHA	To-morrow.
MARSEILLES, LONDON & ANTWERP, v. S. POPE, &c.	BANCA	Brit. str.	2 m.	J. S. Thompson	MESSAGERIES MARITIMES	On 23rd inst., at Daylight.
MARSEILLES, &c., via Ports of Call.	KAWACHI MARU	Brit. str.	2 m.	Schmitz	HAMBURG-AMERIKA LINIE	On 27th inst.
HAVRE & HAMBURG	OCRAENIEN	Ger. str.	2 m.	Rordian	HAMBURG-AMERIKA LINIE	On 10th September.
HAVRE & HAMBURG	ALEXANDRIA	Ger. str.	2 m.	Porzelius	HAMBURG-AMERIKA LINIE	On 21st September.
HAVRE & HAMBURG	SIBIRIA	Ger. str.	2 m.	Ehlers	HAMBURG-AMERIKA LINIE	On 5th October.
HAVRE & HAMBURG	ANDALUSIA	Ger. str.	2 m.	Ehlers	HAMBURG-AMERIKA LINIE	About 22nd inst.
HAVRE & HAMBURG	ARABIA	Brit. str.	2 m.	Ehlers	HAMBURG-AMERIKA LINIE	On or about 10th Sept.
NEW YORK VIA SUEZ CANAL	HEATHBURN	Brit. str.	2 m.	Kendall	CARLOWITZ & CO.	Quick despatch.
NEW YORK VIA SUEZ CANAL	ATAKA	Amr. ship.	2 m.	Kendall	ARNOLD, KARBURG & CO.	Quick despatch.
NEW YORK	L. SCHIFF	Amr. ship.	2 m.	Forst	HAMBURG-AMERIKA LINIE	On or about 25th Oct.
NEW YORK	AMERICA	Amr. ship.	2 m.	O. P. Marshall, R.N.R.	SHEWAN, TOMES & CO.	On 28th inst.
NEW YORK VIA SUEZ CANAL	MANUEL LIAQUO	Brit. str.	2 m.	H. Mowatt	CANADIAN PACIFIC R. CO.	On 24th inst.
NEW YORK	EMPERESS OF INDIA	Brit. str.	2 m.	W. Watt	DODWELL & CO. LIMITED	On 2nd September, at 4 P.M.
YANCOUVER, via SHANGHAI, &c.	ATHENIAN	Brit. str.	2 m.	J. W. Ekstrand	NIPPON YUSEN KAISHA	On 24th inst., at Daylight.
VICTORIA, B.C., & Tacoma via SHANGHAI, &c.	BRAEMAR	Brit. str.	2 m.	N. Tate	TOTO KISEN KAISHA	On 31st inst.
VICTORIA (B.C.) & Seattle via SHANGHAI, &c.	KAGA MARU	Brit. str.	2 m.	C. J. Boulton, R.N.R.	TOYO KISEN KAISHA	On or about 15th Sept.
SAN FRANCISCO via SHANGHAI, &c.	NIPPON MARU	Brit. str.	2 m.	Schmidt	BUTTERFIELD & SWIRE	On or about 23rd inst.
SAN FRANCISCO via SHANGHAI, &c.	PERU	Brit. str.	2 m.	C. L. Daniel	GIBB, LIVINGSTON & CO.	On 23rd inst., at Daylight.
SAN FRANCISCO via SHANGHAI, &c.	STRATHGYLE	Brit. str.	2 m.	Ehlers	NIPPON YUSEN KAISHA	On 10th September.
AUSTRALIAN PORTS	KASUGA MARU	Brit. str.	2 m.	H. Fraser	BUTTERFIELD & SWIRE	On or about 26th inst.
AUSTRALIAN PORTS	TATYUAN	Brit. str.	2 m.	B. H. W. Snow	P. & O. S. N. Co.	On 31st inst.
YOKOHAMA via SHANGHAI & KOBE	FORMOSA	Brit. str.	2 m.	F. L. Sommer	NIPPON YUSEN KAISHA	On 30th inst., at Daylight.
KOBE & MOJI	KANSU	Brit. str.	2 m.	Weigall	BUTTERFIELD & SWIRE	To-day.
KOBE & YOKOHAMA	HAKATA MARU	Brit. str.	2 m.	H. Fraser	NIPPON YUSEN KAISHA	About 23rd inst., at Noon.
NAGASAKI, KOBE & MOJI	KASHING	Brit. str.	2 m.	N. Tate	P. & O. S. N. Co.	To-morrow.
NAGASAKI, KOBE & YOKOHAMA	ROSETTA MARU	Brit. str.	2 m.	C. J. Boulton, R.N.R.	SIMONSEN & CO.	On 24th inst., at 3 P.M.
SHANGHAI	NANKIN	Brit. str.	2 m.	Schmidt	BUTTERFIELD & SWIRE	On 30th inst.
SHANGHAI	CHANGSHI	Brit. str.	2 m.	C. L. Daniel	P. & O. S. N. Co.	On or about 23rd inst.
SHANGHAI	CHUSAN	Brit. str.	2 m.	E. Heintze	MESSAGERIES MARITIMES	Quick despatch.
SHANGHAI	INDUS	Brit. str.	2 m.	K. Suzuki	MELCHERS & CO.	On 23rd inst., A.M.
SHANGHAI, NAGASAKI, KOBE & YOKOHAMA	PRINZ HEINRICH	Brit. str.	2 m.	S. Asumi	TOYO KISEN KAISHA	To-morrow.
SHANGHAI, NAGASAKI, HOGO & YOKOHAMA	MAIZURU MARU	Brit. str.	2 m.	K. Sobajima	BUTTERFIELD & SWIRE	On 28th inst., at Daylight.
SHANGHAI, NAGASAKI, HOGO & YOKOHAMA	WOOSUNG	Brit. str.	2 m.	P. S. Asumi	MITSUI BUSSAN KAISHA	On 25th inst.
FOOCHOW, NINGPO & SHANGHAI	ANPING MARU	Brit. str.	2 m.	P. S. Asumi	MITSUI BUSSAN KAISHA	To-day, at 2 P.M.
FOOCHOW, NINGPO & SHANGHAI	DAIGI MARU	Brit. str.	2 m.	P. S. Asumi	DOUGLAS LARPAK & CO.	To-morrow, at 10 A.M.
TAMSU via SHANGHAI & AMOY	HAINUN	Brit. str.	2 m.	Davis	BUTTERFIELD & SWIRE	To-day.
AMOY & TAMSU	HACHING	Brit. str.	2 m.	Weigall	JARDINE, MATHESON & CO.	On 23rd inst., at 4 P.M.
SWATOW	SUNGKIANG	Brit. str.	2 m.	H. Fraser	NIPPON YUSEN KAISHA	On 23rd inst., at 4 P.M.
MANILA, ILOILO & CEBU	LOONGSANG	Brit. str.	2 m.	J. E. McArthur	SHEWAN, TOMES & CO.	On 23rd inst., at 5 P.M.
MANILA	KASUGA MARU	Brit. str.	2 m.	Muir	BUTTERFIELD & SWIRE	On 10th September.
MANILA	PERIA	Brit. str.	2 m.		JARDINE, MATHESON & CO.	To-morrow, at Noon.
MANILA	TATYUAN	Brit. str.	2 m.			
SAMARANG & SOULABAYA	CHUNSAU	Brit. str.	2 m.			

SHIPPING.

ARRIVALS.
Aug. 20, EMPRESS OF INDIA, British str., 3,000, O. P. Marshall, Vancouver 30th July and Shanghai 17th August, Mails and General.—C. P. E. Co.
Aug. 20, HVE, French steamer, 704, Godinau, Haiphong and Kwong-chow-van 19th Aug., General.—A. R. Marty.
Aug. 20, KASUGA MARU, Jap. str., 2,368, H. Fraser, Nagasaki 10th August, General.—NIPPON YUSEN KAISHA.
Aug. 20, RAMBLER, British steamer, 533, Morris H. Smyth, Singapore 9th August.
Aug. 20, MACDUFF, British str., 1,382, Glegg, 14th August, Coal.—DODWELL & CO. LIMITED.
Aug. 20, AXAX, British str., 4,477, H. E. Batt, Liverpool 13th July and Singapore 15th August, General.—BUTTERFIELD & SWIRE.
Aug. 20, PELEUS, British steamer, 4,900, W. Asquith, Amoy 19th August, General.—BUTTERFIELD & SWIRE.
Aug. 20, KATSUMI MARU, Jap. str., 405, Hayashi, Newchwang and Cienfo 14th August, Bann.—CHINESE.

CLEARANCES.

At the Harbour Master's Office.
20th August.
China, Austrian str., for Yokohama.
Hansa, German str., for Swatow.
Mongkut, German str., for Bangkok.
Nuenteung, German str., for Yaw.
Thule, British str., for Swatow.

VESSELS IN DOCK.

20th August.
ABERDEEN DOCKS.—Perla, River, Victoria, Soleat, Nippon Maru, Wellington, Maidzuru Maru, Jacob Diederichsen, H.M.S. Dryad, COSMOPOLITAN DOCK.—D. J. de Austria, Haiman.
SHIPPING REPORT.
The British steamer Ajaz, from Liverpool 13th July and Singapore 15th August, had moderate monsoon and fine weather from lat. 6 N. to lat. 20 N., thence to harbour light airs and showery. On 17th spoke British transports Chingta and Hota, in lat. 8.35 N., long. 109.15 E., bound S.W.

VESSELS ON THE BERTH

INDO-CHINA STEAM NAVIGATION COMPANY, LIMITED.
FOR MANILA.
THE Company's Steamship
"LOONGSANG,"
Captain Weigall, will be despatched as above on FRIDAY, the 23rd inst., at 4 P.M.
This steamer has superior accommodation for First Class Passengers, is fitted throughout with Electric Light, and carries a Doctor.
For Freight or Passage, apply to
JARDINE, MATHESON & CO.,
General Managers.
Hongkong, 17th August, 1901. [2100]

IMPERIAL GERMAN MAIL LINE.

STEAM FOR SHANGHAI, NAGASAKI, HOGO AND YOKOHAMA.
THE Imperial German Mail Steamship
"PRINZ HEINRICH"
OF THE NORDDEUTSCHER LLOYD,
Captain E. Heintze due here with the outward German Mail about the 22nd inst. will leave for the above places about 24 hours after arrival.
NORDDEUTSCHER LLOYD.
For further Particulars, apply to
MELCHERS & CO.,
Agents.
Hongkong, 19th August, 1901.

VESSELS ON THE BERTH

INDO-CHINA STEAM NAVIGATION COMPANY, LIMITED.
FOR SAMARANG AND SOERABAYA.
THE Company's Steamship
"CHUNSAU,"
Captain Muir, will be despatched as above TO-MORROW, the 22nd inst., at Noon.
For Freight or Passage, apply to
JARDINE, MATHESON & CO.,
General Managers.
Hongkong, 16th August, 1901. [2079]

NIPPON YUSEN KAISHA.

FOR MANILA.
THE Company's Steamship
"KASUGA MARU,"
3,873 tons gross, Captain H. Fraser, will be despatched for the above port on FRIDAY, the 23rd inst., at 4 P.M.
This new Mail Steamer is especially constructed for service in the Tropics, and is provided with superior accommodation and with all modern fittings and improvements for the safety and comfort of Passengers. Electric Light and Refrigerator. Doctor and Stewardess carried.
For Freight or Passage, apply to
A. S. MIHARA,
Manager.
Hongkong, 16th August, 1901. [2077]

THE CHINA & MANILA STEAMSHIP COMPANY, LIMITED.

FOR MANILA.
THE Company's Steamship
"PERIA,"
Captain J. E. Matheson, will be despatched as above on FRIDAY, the 23rd inst., at 5 P.M.
The attention of Passengers is directed to the excellent accommodation provided by this steamer. She is fitted throughout with Electric Light and is supplied with a Refrigerating Chamber.
A Doctor is carried.
For Freight or Passage, apply to
SHEWAN, TOMES & CO.,
General Managers.
Hongkong, 19th August, 1901. [2108]

THE OSAKA SHOSHEN KAISHA, LIMITED.

FOR TAMSU VIA SWATOW AND AMOY.
THE Company's Steamship
"DAIGI MARU,"
Captain K. Sobajima, will be despatched for the above ports on SUNDAY, the 25th inst.
For Freight or Passage, apply to
THE MITSUI BUSSAN KAISHA,
Agents.
Hongkong, 19th August, 1901. [17]

COMPAGNIE DES MESSAGERIES MARITIMES.

PAQUEBOTS-POSTE FRANCAIS.
FOR SHANGHAI, NAGASAKI, KOBE AND YOKOHAMA.
THE Company's Steamship
"INDUS,"
Captain Duchateau, will be despatched for the above ports on or about MONDAY, the 26th inst.
For Freight or Passage, apply to
P. DE CHAMPMORIN,
Acting Agent.
Hongkong, 19th August, 1901. [2]

NOT RESPONSIBLE FOR DEBTS.

Neither the CAPTAINS, the AGENTS, nor the OWNERS will be RESPONSIBLE for any DEBT contracted by the Officers or the Crews of the following Vessels during their stay in Hongkong Harbour:
CATHERINE APCAR, British str., S. H. Belsen.
—David Sassoon, Sons & Co.
I. F. CHAPMAN, American ship, Chapman.
—Arnold, Karberg & Co.
L. SCHREFF, American ship, C. S. Kendall.
—Carlowitz & Co.
Sea Witch, American ship, Hovea.—Master

CANADIAN PACIFIC RAILWAY CO.'S

ROYAL MAIL STEAMSHIP LINE.

THE FAST ROUTE BETWEEN CHINA, JAPAN, AND EUROPE, VIA CANADA AND THE UNITED STATES.
CALLING AT SHANGHAI, NAGASAKI, KOBE, YOKOHAMA AND VICTORIA, B.C.

SAFETY. SPEED. PUNCTUALITY.
"Empress" Twin Screw Steamships—6,000 Tons—10,000 Horse-Power—Speed 19 knots.
SAVING THREE TO SEVEN DAYS ACROSS THE PACIFIC.

PROPOSED SAILINGS FROM HONGKONG.
(SUBJECT TO ALTERATION.)
"EMPERESS OF INDIA"....Comdr. O. P. Marshall, R.N.R. WEDNESDAY, 28th Aug. 1901
"ATHENIAN".....Comdr. H. Mowatt. WEDNESDAY, 4th Sept. 1901
"EMPERESS OF JAPAN"....Comdr. H. Pybus, R.N.R. WEDNESDAY, 25th Sept. 1901
"EMPERESS OF CHINA"....Comdr. R. Archibald, R.N.R. WEDNESDAY, 23rd Oct. 1901

THE magnificent TWIN-SCREW STEAMSHIPS of this Line pass through the famous INLAND SEA OF JAPAN, and usually make the voyage YOKOHAMA to VANCOUVER (B.C.) in 12 DAYS, saving THREE DAYS to a WEEK in the Trans-Pacific journey, and make connection at Vancouver with the PALATIAL IMPERIAL LIMITED TRAINS of the CANADIAN PACIFIC RAILWAY, which leave daily, and cross the Continent FROM THE PACIFIC TO THE ATLANTIC WITHOUT CHANGE IN 100 HOURS. Close connection is made at Montreal, Quebec, Halifax, New York and Boston with all Trans-Atlantic Lines, which passengers to Great Britain and the Continent are given choice of. Passengers Booked through to all principal points and AROUND THE WORLD. Return tickets to various points at reduced rates. Good for 4, 6, 9, and 12 months. SPECIAL RATES (First class only) granted to Missionaries, Members of the Naval, Military, Diplomatic, and Civil Services, and to European Officials in the Service of China and Japan Governments.
The attractive features of this Company's route embrace its PALATIAL STEAMSHIPS (second to none in the World), the LUXURANCE OF ITS TRANS-CONTINENTAL TRAINS (the Company having received the highest award for same at recent Chicago World Exhibition), and the diversity of MAGNIFICENT MOUNTAIN AND LAKE SCENERY through which the Railway passes.
THE DINING CARS and MOUNTAIN HOTELS of this route are owned and operated by the Company, and their appointments and Cuisine are unexcelled.

SPECIAL EXTRA SERVICE.
The Company's Steamships "TARTAR" and "ATHENIAN" have now been placed on the Line between CHINA and JAPAN PORTS and VANCOUVER, as additional sailings, taking Cargo and Passengers for all points in CANADA and the UNITED STATES. In addition to the excellent First Saloon Passenger accommodation, the "ATHENIAN" takes 2nd Cabin Passengers with accommodation unequalled on the Pacific, also Steerage. The "TARTAR" takes First Class and Steerage Passengers only. The run is usually made between YOKOHAMA and VANCOUVER in 14 Days.
For further information, Maps, Guides, Books, Rates of Passage and Freight, apply to
D. E. BROWN, General Agent
Pedder's Street.
Hongkong, 8th August, 1901. [10]

HAMBURG-AMERIKA LINIE.

NORDDEUTSCHER LLOYD.

OSTASIATISCHER FRACHTDAMPFER DIENST.

Taking Cargo at through rates to ANTWERP, AMSTERDAM, ROTTERDAM, LONDON, OPORTO, LONDON, LIVERPOOL, GLASGOW, TRIESTE, GENOA, PORTS in the LEVANTE, BLACK SEA and BALTIC PORTS, NORTH and SOUTH AMERICAN PORTS.

PROPOSED SAILINGS FROM HONGKONG.

SUBJECT TO ALTERATION.

STEAMERS.	DESTINATIONS.	SAILING DATES.
ALEXANDRIA	HAVRE & HAMBURG	On 27th Aug. Freight.
Capt. Reorden	(Calling at Singapore and Penang)	
SIBIRIA	HAVRE & HAMBURG	On 10th Sept. Freight and Passage.
Capt. Forst	(Calling at Singapore and Colombo)	
ANDALUSIA	HAVRE & HAMBURG	On 21st Sept. Freight.
Capt. Ehlers	(Calling at Singapore and Penang)	
ARABIA	HAVRE & HAMBURG	On 5th Oct. Freight.
Capt. Ehlers	(Calling at Singapore and Penang)	
ARAGONIA	NEW YORK VIA SUEZ CANAL	Freight.
Capt. Forst	(Leaving August or beginning September)	

For Further Particulars, apply to
HAMBURG-AMERIKA LINIE,
HONGKONG OFFICE,
QUEEN'S BUILDINGS, No. 1.
Hongkong, 27th July, 1901. [1051]

IMPERIAL GERMAN MAIL LINE.

NORDDEUTSCHER LLOYD. HAMBURG-AMERIKA LINIE.
STEAM FOR SINGAPORE, PENANG, COLOMBO, ADEN, SUEZ, PORT SAID, NAPLES, GENOA, ANTWERP, BREMEN/HAMBURG. PORTS IN THE LEVANTE, BLACK SEA AND BALTIC PORTS.

LONDON, NEW YORK, BOSTON, BALTIMORE, NEW ORLEANS, GALVESTON AND SOUTH AMERICAN PORTS.

STEAMERS WILL CALL AT SOUTHEASTAMPTON TO LAND PASSENGERS AND LUGGAGE. N.B.—CARGO CAN BE TAKEN ON THROUGH BILLS OF LADING FOR THE PRINCIPAL PLACES IN RUSSIA.

PROPOSED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION.

STEAMERS.	DESTINATIONS.	SAILING DATES.
KONIG ALBERT	THURSDAY	22nd August
PRINZESS IRENE	THURSDAY	19th September
PRINZ HEINRICH	WEDNESDAY	2nd October
PREUSSEN	WEDNESDAY	18th October
HAMBURG (Hamburg-Amerika Linie)	WEDNESDAY	30th October
SACHSEN	WEDNESDAY	13th November
KIAUTSCHOU (Hamburg-Amerika Linie)	WEDNESDAY	27th November
BAYERN	WEDNESDAY	11th December
STUTTGART	WEDNESDAY	25th December
KONIG ALBERT	WEDNESDAY	22nd Jan. 1902
PRINZESS IRENE	WEDNESDAY	5th Feb. 1902
PRINZ HEINRICH	WEDNESDAY	19th Feb. 1902
PREUSSEN	WEDNESDAY	5th Mar. 1902
HAMBURG (Hamburg-Amerika Linie)	WEDNESDAY	19th Mar. 1902
SACHSEN	WEDNESDAY	2nd Apr. 1902

On THURSDAY, the 22nd day of August, 1901, at Noon, the Steamship "KONIG ALBERT," of the NORDDEUTSCHER LLOYD, Captain C. Polack, with MAILS, PASSENGERS, SPECIE and CARGO, will leave this Port as above, CALLING AT NAPLES and GENOA.

Shipping Orders will be granted till Noon on TUESDAY, the 21st August, Cargo and Specie will be received on Board until 5 P.M. on WEDNESDAY, the 21st August, and Passengers will be received at the Agency's Office until Noon on WEDNESDAY, the 21st August. Contents of Packages are required. No Parcel Receipts will be signed for less than \$2.50. and Parcels should not exceed Two Feet Cubic in Measurement. The Steamer has splendid accommodation, and carries a Doctor and Stewardess. Linen can be washed on board.

NORDDEUTSCHER LLOYD.

For further Particulars, apply to
MELCHERS & CO., AGENTS.

Hongkong, 17th August, 1901.

PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

FOR	STEAMERS	TO SAIL ON	REMARKS
SHANGHAI	NANKIN	About 21st August	Freight only.
YOKOHAMA VIA SHANGHAI AND KOBE	C. J. Boulton, R.N.R.	August	Freight or Passage.
(Passing through the Inland Sea)	B. H. W. Snow	August	Freight or Passage.
SHANGHAI	CHUSAN	About 30th August	Freight or Passage.
LONDON, &c.	C. L. Daniel	August	See Special Advertisement.
MARSEILLES and LONDON	MASSEILIA	Noon, 31st August	Freight only.
	G. M. Montford, R.N.R.	August	
	E. P. Martin, R.N.R.	September	

For Further Particulars, apply to
H. A. RITCHIE,
Superintendent.
Hongkong, 16th August, 1901. [1]

NIPPON YUSEN KAISHA

(THE JAPAN MAIL STEAMSHIP COMPANY).

PROJECTED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION.

STEAMERS.	DESTINATIONS.	SAILING DATES.
KAWACHI MARU	MARSEILLES, LONDON, and ANTWERP, via SINGAPORE, PENANG, COLOMBO & PORT SAID	FRIDAY, 23rd Aug., at Daylight.
J. S. Thompson	NAGASAKI, KOBE and YOKOHAMA	FRIDAY, 23rd Aug., at Noon.
ROSETTA MARU	SYDNEY and MELBOURNE, via MANILA, THURSDAY ISLAND, TOWNSVILLE and BRISBANE	FRIDAY, 23rd Aug., at 4 P.M.
N. Tate	KOBE and YOKOHAMA	FRIDAY, 30th Aug., at Daylight.
KASUGA MARU	VICTORIA, B.C. and SEATTLE, U.S.A. via SHANGHAI, MOJI, KOBE and YOKOHAMA	MONDAY, 2nd Sept., at 4 P.M.
HAKATA MARU	KOBE and YOKOHAMA	MONDAY, 2nd Sept., at 4 P.M.
F. L. Sommer	KOBE and YOKOHAMA	MONDAY, 2nd Sept., at 4 P.M.
KAGA MARU	KOBE and YOKOHAMA	MONDAY, 2nd Sept., at 4 P.M.
J. W. Ekstrand	KOBE and YOKOHAMA	MONDAY, 2nd Sept., at 4 P.M.

Through Passenger Tickets and Bills of Lading issued for the Principal Cities in the United States, Canada, and Europe, in connection with the GREAT NORTHERN RAILWAY and Atlantic Steamers.
For further information as to Freight, Passage, Sailings, &c., apply at the Company's Local Branch Office at Prince's Building, First Floor, Chater Road.
A. S. MIHARA, Manager.
Hongkong, 15th August, 1901. [13]

NORTHERN PACIFIC STEAMSHIP CO.

PROPOSED SAILINGS FROM HONGKONG, VIA SHANGHAI, INLAND SEA OF JAPAN, KOBE AND YOKOHAMA.

FOR VICTORIA, B.C. AND TACOMA.

IN CONNECTION WITH THE CANADIAN PACIFIC RAILWAY COMPANY.

Steamer.	Tons.	Captain.	Proposed Sailing.
BRAEMAR	3,601	W. Watt	August 27th
DUKE OF FIFE	3,821	J. S. Cox	September 10th
OLYMPIA	2,887	J. Truebridge	October 1st

THE attention of Passengers is directed to the very cheap rates offered by this Line to the PACIFIC COAST and to the INTERIOR and EASTERN CITIES of the UNITED STATES and to EUROPE.

HONGKONG TO LONDON, £32.
Excellent accommodation. First-class Table. Doctor and Stewardess carried. Passengers to EUROPE may proceed by one of the First-Class ATLANTIC MAIL LINES.

HONGKONG TO NEW YORK, £48.
The Railroad travelling is second to none on the American Continent; two trans-continental trains daily from Tacoma; Dining Car is attached to trans-continental trains day and night; Tacoma to New York in 44 days. Magnificent Scenery of the Rocky and Cascade Mountains. The Yellowstone NATIONAL PARK route.

HONGKONG TO VICTORIA AND TACOMA, £25.
The best route to the Klondike Gold Fields. Frequent sailings from Victoria and Tacoma to Dyea and St. Michael.

Rates of Passage to other Ports on application.
A Special Rate allowed to members of Government Service.
For further information as to Passage or Freight, apply to
DODWELL & CO. LIMITED,
General Agents.
Hongkong, 17th July, 1901. [11]

VESSELS ON THE BERTH
OCEAN STEAMSHIP COMPANY.

FROM	STEAMERS	DATE
GLASGOW and LIVERPOOL	"AJAX"	On 20th August.
GLASGOW and LIVERPOOL	"TYDEUS"	On 26th August.
GLASGOW and LIVERPOOL	"PYRRHUS"	On 1st September.
GLASGOW and LIVERPOOL	"ULYSSES"	On 12th September.
GLASGOW and LIVERPOOL	"AGAMEMNON"	On 19th September.

FOR	STEAMERS	TO SAIL
LONDON	"PELEUS"	On 22nd August.
LONDON	"SPENHOR"	On 3rd September.
LONDON	"IDOMENEUS"	On 17th September.
LONDON	"AJAX"	On 1st October.
LIVERPOOL	"OBERSTES"	About 15th September.

(Taking Cargo at London Rates)
The S.S. "AJAX" left Singapore on the 16th instant, at Noon, and is due in Hongkong on 20th inst.

For Freight, apply to
BUTTERFIELD & SWIRE,
AGENTS O. S. S. Co.

Hongkong, 17th August, 1901.

CHINA NAVIGATION CO.,
LIMITED.

FOR	STEAMERS	TO SAIL
NAGASAKI, KOBE & MOJI	"KASHING"	On 21st August.
MANILA, ILOILO & CEBU	"SUNGKIANG"	On 21st August.
POOHOW, NINGPO & SHANGHAI	"WOOSUNG"	On 22nd August.
SHANGHAI	"CHANGSHA"	On 30th August.
KOBE & MOJI	"KANSU"	On 31st August.
MANILA	"TAIYUAN"	On 10th September.
PORT DARWIN, THURSDAY ISLAND, COOKTOWN, CAIRNS, TOWNSVILLE, BRISBANE, SYDNEY and MELBOURNE	"TAIYUAN"	On 10th September.

* The attention of Passengers is directed to the superior accommodation offered by these steamers, which are fitted throughout with Electric Light. A duly qualified Surgeon is carried.

For Freight or Passage, apply to
BUTTERFIELD & SWIRE,
AGENTS.

Hongkong, 14th August, 1901.

REGULAR STEAMSHIP SERVICE TO
NEW YORK

PROPOSED SAILINGS FROM HONGKONG.
"HEATHBURN" About 22nd August.
"TUPPER" " 4th September.
"MORRIS" " 12th September.
"KURDISTAN" " 12th October.
"SATSUMA" " 12th October.
"LENNOX" " 12th October.

For Freight and further information, apply to
DODWELL & CO., LD.,
Agents.

Hongkong, 8th August, 1901.

THE OSAKA SHOSHEN KAISHA,
LIMITED.

FOR ANPING (via SWATOW AND AMOY).

THE Company's Steamship

"MAIDZURU MARU"

Captain K. Sudaoki, will be despatched for the above ports on FRIDAY, the 23rd instant, at 4 P.M.

For Freight or Passage, apply to
THE MITSUI BUSSAN KAISHA,
Agents.

Hongkong, 8th August, 1901.

COMPAGNIE DES MESSAGERIES
MARITIMES.

PAQUEBOTS-POSTES FRANCAIS.

NOTICE.

STEAM FOR SINGAPORE, BATAVIA, COLOMB, PONDICHERRY, MADRAS, MADRAS, CALCUTTA, DIBOUT, TERREANEAN AND BLACK SEA PORTS.

LONDON, HAVRE, BORDEAUX, ALGER, PORTS OF BRAZIL AND RIVER PLATE.

ON MONDAY, the 26th August, 1901, at 1 P.M. the Company's Steamship "OCEANIC" Captain Schmitt, will leave this port for MARSEILLES via ports of call, WITHOUT TRANSHIPMENT.

Cargo and Specie will be registered for London as well as for Marseilles, and accepted in transit through Marseilles for the principal places of Europe.

Shipping Orders will be granted till Noon, Cargo will be received on board until 4 P.M. Specie and Parcels until 3 P.M. on the 26th August. (Parcels are not to be sent on board; they must be left at the Agency's Office.) Contents and Value of Packages are required.

For further particulars, apply at the Company's Office.

P. DE CHAMPMORIN, Acting Agent.

Hongkong, 14th August, 1901.

THE OSAKA SHOSHEN KAISHA,
LIMITED.

FOR KOCHOW via SWATOW AND AMOY.

THE Company's Steamship

"ANPING MARU"

Captain S. Asumi, will be despatched for the above ports on WEDNESDAY, the 28th instant, at DAYLIGHT.

For Freight or Passage, apply to
THE MITSUI BUSSAN KAISHA,
Agents.

Hongkong, 14th August, 1901.

TO IMPORTERS FROM THE UNITED STATES.

THE CHINA MUTUAL STEAM NAVIGATION COMPANY, LIMITED,

having Established a regular service of steamers from Seattle (Puget Sound) to Japan, China and the Philippines, in connection with the

GREAT NORTHERN RAILWAY LINES of the United States, are prepared to contract for the conveyance of Goods from the Pacific Coast and interior points of U.S.A. to the Orient.

For further particulars, apply at THE CHINA MUTUAL STEAM NAVIGATION CO.'S OFFICES, New York; To the Agents of the Company at Japan, China and the Philippines, in connection with the

FRANK WATKINSON & CO., General Western Agents, Seattle, or to GEO. BUTTERFIELD & SWIRE, General Agent for the East, Shanghai.

JARDINE, MATHESON & CO., Agents.

Hongkong, 25th July, 1901.

VESSELS ON THE BERTH.

U. S. MAIL LINES.

PACIFIC MAIL S.S. CO. OCCIDENTAL & ORIENTAL S.S. CO.

TAKING CARGO AND PASSENGERS TO JAPAN, THE UNITED STATES, MEXICO, CENTRAL AND SOUTH AMERICA AND EUROPE

VIA THE OVERLAND RAILWAYS AND ATLANTIC AND OTHER CONNECTING STEAMERS.

VIA INLAND SEA OF JAPAN AND HONOLULU.

PROPOSED SAILINGS FROM HONGKONG.

"PERU"	SATURDAY, 31st Aug., at Noon.
"COPTIC"	TUESDAY, 10th Sept., at Noon.
"CITY OF PEKING"	TUESDAY, 24th Sept., at Noon.
"GAELIC"	WEDNESDAY, 2nd Oct., at Noon.
"CHINA"	SATURDAY, 19th Oct., at Noon.
"DORIC"	TUESDAY, 29th Oct., at Noon.

THE P. M. S.S. Co.'s Steamship "PERU" will be despatched for SAN FRANCISCO via SHANGHAI, NAGASAKI, KOBE, INLAND SEA, YOKOHAMA and HONOLULU on SATURDAY, the 31st August, at Noon, taking Freight for Japan, the United States and Europe.

Steamers of these lines pass through the INLAND SEA OF JAPAN, and call at HONOLULU, and passengers are allowed to break their journey at any point en route.

Through Passage Tickets granted to England, France, and Germany by all trans-Atlantic lines of Steamers, and to the principal cities of the United States or Canada. Rates may be obtained on application.

Passengers holding through ORDERS TO EUROPE have the choice of the Overland Rail route from San Francisco, including the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE and NORTHERN PACIFIC RAILWAYS; also the CANADIAN PACIFIC RAILWAY on payment of 24 in addition to the regular tariff rate.

Passengers holding orders for OVERLAND CITIES in United States have between San Francisco and Chicago, the option of the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE and other direct lines.

Particulars of the various routes can be had on application.

Special Rates (first class only) to European Points, are granted to Missionaries, members of the Naval, Military, Diplomatic and Consular Services, and European Civil Service officials located in Asia, and to European officials in the service of the Governments of China and Japan.

TO UNITED STATES AND CANADIAN PORTS, Special rates (first class only) are granted and will apply only to Missionaries, members of the Naval and Military Services, and to Consular and Diplomatic officials of Governments of China and Japan.

RETURN PASSAGE.—Passengers who do not hold round-trip tickets but who have paid full first-class fare from ports of call in the Orient to the United States, Canada or Europe, and re-embark at San Francisco or Honolulu for the return voyage at any time within twelve months, will be allowed a reduction of ten per cent. from fare, San Francisco or Honolulu, to original port of embarkation.

Passengers who do not hold round-trip tickets, but who have paid full-class fare from the United States, Canada or Europe, to a port of call in Japan or China and re-embark at such port of call for return voyage at any time within twelve months, will be allowed a reduction of ten per cent. from fare to San Francisco or Honolulu.

Through Bills of Lading issued for transportation to Yokohama and other Japan Ports, to San Francisco, to Atlantic and Inland Cities of the United States, via Overland Railway, to Havana, Trinidad, and Demerara, and to ports in Mexico, Central and South America, by the Companies' and connecting Steamers.

Freight will be received on board until 4 P.M. the day previous to sailing. Parcel Packages will be received at the Office until 5 P.M. same day; all Parcel Packages should be marked to address in full; value of same is required.

Consular Invoices to accompany each shipment of Cargo or Parcel (valued at \$100 gold or over) destined to points beyond San Francisco in the United States, should be sent to the Companies' Office, addressed to the Collector of Customs, San Francisco.

Merchant's Invoice will be sufficient for Cargo or Parcel (each shipment) when the value is less than \$100 U.S. gold.

For further information as to Passage and Freight, apply to the Agency of the Companies, Queen's Building.

Hongkong, 16th August, 1901.

EASTERN AND AUSTRALIAN STEAMSHIP COMPANY, LIMITED.

FOR SYDNEY AND MELBOURNE.

(Calling at TIMOR, PORT DARWIN and QUEENSLAND PORTS, and taking through Cargo to ADELAIDE, NEW ZEALAND, TASMANIA, &c.)

THE Steamship

"EASTERN"

Captain Ellis, will be despatched for the above ports on FRIDAY, the 6th September, at DAYLIGHT.

This well-known Steamer is specially fitted for Passengers, and has a Refrigerating Chamber, which ensures the supply of Fresh Provisions, Ice, &c., throughout the voyage.

This Steamer is installed throughout with the Electric Light.

A Stewardess and a duly qualified Surgeon are carried.

N.B.—Return Tickets issued by this Company to and from Australia are available for return by the steamers of the China Navigation Company and vice versa.

For Freight or Passage, apply to
GIBB, LIVINGSTON & CO.,
Agents.

Hongkong, 19th August, 1901.

THE PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

STEAM FOR STRAITS, CEYLON, AUSTRALIA, INDIA, EGYPT, MEDITERRANEAN PORTS.

PLYMOUTH AND LONDON.

THROUGH BILLS OF LADING ISSUED FOR BATAVIA, PERSIAN GULF, CONTINENTAL AND AMERICAN PORTS.

THE Steamship

"MASSILIA"

Captain G. M. Montford, R.N., carrying His Majesty's Mails, will be despatched from this port for Bombay, on SATURDAY, the 31st August, at Noon, taking passengers and cargo for the above ports.

Silk and Valuables, all cargo for France, and Tea for London (under arrangement) will be transhipped at Colombo into a steamer proceeding direct to Marseilles and London; other cargo for London, &c., will be conveyed via Bombay with transhipment.

Parcels will be received at this Office until 4 P.M. the day before sailing. The contents and value of all packages are required.

Shippers are particularly requested to note the terms and conditions of the Company's Bills of Lading.

For further particulars, apply to
H. A. KITCHIE,
Superintendent.

Hongkong, 19th August, 1901.

FOR NEW YORK.

THE 3/3 A.I.I. American ship

"I. F. CHAPMAN"

having arrived, is now ready to load for the above port, and will have quick despatch.

For Freight, apply to
ARNOLD, KARBURG & CO.,
Agents.

Hongkong, 12th August, 1901.

FOR NEW YORK.

THE 3/3 A.I.I. American ship

"I. F. CHAPMAN"

having arrived, is now ready to load for the above port, and will have quick despatch.

For Freight, apply to
ARNOLD, KARBURG & CO.,
Agents.

Hongkong, 12th August, 1901.

FOR NEW YORK.

THE 3/3 A.I.I. American ship

"I. F. CHAPMAN"

having arrived, is now ready to load for the above port, and will have quick despatch.

For Freight, apply to
ARNOLD, KARBURG & CO.,
Agents.

Hongkong, 12th August, 1901.

NOTICES TO CONSIGNEES.

NOTICE TO CONSIGNEES.

"GLEN" LINE OF STEAMERS.

FROM LONDON AND STRAITS.

THE Steamship

"GLENFARG"

having arrived from the above ports, Consignees of Cargo by her are hereby informed that their Goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Co., Limited, at Kowloon, where each consignment will be sorted out mark by mark, and delivery can be obtained as soon as the Goods are landed.

Goods not cleared by the 25th inst. will be subject to rent.

No Fire Insurance will be effected.

All damaged packages must be left in the Godowns, and a certificate of the damage obtained from the Godown Company within ten days after the steamers' arrival, after which no claims will be recognised.

MOGREGOR BROS. & GOW.

Hongkong, 19th August, 1901.

NOTICE TO CONSIGNEES.

THE P. & O. S. N. Co.'s Steamship

FROM BOMBAY, COLOMBO AND STRAITS.

Consignees of Cargo by the above-named vessel are hereby informed that their Goods are being landed and placed at their risk in the Hongkong and Kowloon Wharf and Godown Company's Godowns at Kowloon, where each consignment will be sorted out mark by mark, and delivery can be obtained as soon as the Goods are landed.

This vessel brings on Cargo—
From London, &c. ex s.s. *Rome*.
From Australia, ex s.s. *Australia*.
From Persian Gulf, ex s.s. *B. I. S. N.* and *B. & P. S. N. Co.'s Steamers*.

Optional Goods will be landed here unless instructions are given to the contrary before 1 P.M. TO-DAY, 16th inst.

Goods not cleared by the 22nd inst., at 4 P.M., will be subject to rent.

No Fire Insurance will be effected by me in any case whatever.

All damaged packages must be left in the Godowns, and a certificate of the damage obtained from the Godown Company within ten days after the vessel's arrival here, after which no claims will be recognised.

H. A. KITCHIE, Superintendent.

Hongkong, 16th August, 1901.

FROM HAMBURG, PENANG AND SINGAPORE.

THE H.A.I. Steamship

"ANDALUSIA"

Captain Ehlers, having arrived from the above ports, Consignees of Cargo are hereby requested to submit their Bills of Lading for countersignature by the Undersigned and to take immediate delivery of their Goods from alongside.

Optional Cargo will be forwarded unless notice to the contrary be given before 3 P.M. TO-DAY.

Any Cargo impeding her discharge will be landed into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, and stored at Consignees' risk and expense.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 23rd inst. will be subject to rent.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 23rd inst., at 3 P.M.

HAMBURG-AMERIKA LINIE, Hongkong Office.

Hongkong, 16th August, 1901.

COMPAGNIE DES MESSAGERIES MARITIMES.

NOTICE TO CONSIGNEES.

CONSIGNEES of Cargo by the S.S. "ERNEST SIMONS" from London, Havre and Marseilles are hereby informed that their Goods have been transhipped at Hamburg to the P. & O. steamer *Nankin* due here on the 18th instant, whence delivery may be obtained at the Hongkong and Kowloon Wharf and Godown Co., Ltd., at Kowloon.

Bills of Lading will be countersigned by the Undersigned.

P. DE CHAMPMORIN, Acting Agent.

Hongkong, 15th August, 1901.

STEAMSHIP "ERNEST SIMONS."

COMPAGNIE DES MESSAGERIES MARITIMES.

NOTICE.

CONSIGNEES of Cargo from London and from Havre, ex s.s. *Sidon*, and in connection with above Steamer, are hereby informed that their Goods, are being landed and stored at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Co., Limited, at Kowloon, whence delivery may now be obtained.

Bills of Lading will be countersigned by the Undersigned. Goods remaining unclaimed after MONDAY, the 26th instant, at Noon, will be subject to rent and landing charges.

All claims must be sent in to me on or before the 24th inst., or they will not be recognised.

All damaged packages will be examined on the 24th inst., at 3 P.M.

No Fire Insurance has been effected.

P. DE CHAMPMORIN, Acting Agent.

Hongkong, 19th August, 1901.

NOTICE TO CONSIGNEES.

THE P. & O. S. N. Co.'s Steamship

"NANKIN"

FROM BOMBAY AND STRAITS.

Consignees of Cargo by the above-named vessel are hereby informed that their Goods are being landed and placed at their risk in the Hongkong and Kowloon Wharf and Godown Company's Godowns at Kowloon, where each consignment will be sorted out mark by mark, and delivery can be obtained as soon as the Goods are landed.

The Vessel brings on Cargo—
From Bombay ex s.s. *Ernest Simons*.
Goods not cleared by the 25th inst., at 4 P.M., will be subject to rent.

No Fire Insurance will be effected by me in any case whatever.

All damaged packages must be left in the Godowns, and a certificate of the damage obtained from the Godown Company within ten days after the vessel's arrival here, after which no claims will be recognised.

H. A. KITCHIE, Superintendent.

Hongkong, 19th August, 1901.

NOTICE TO CONSIGNEES.

FROM CALCUTTA, PENANG AND SINGAPORE.

THE Steamship

"CATHERINE APCAR"

having arrived from the above ports, Consignees of Cargo are hereby informed that their Goods will be delivered from alongside.

Cargo impeding the discharge will be landed at once.

Cargo remaining on board after 2 P.M., on the 21st inst., will be landed at Consignees' risk and expense into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited.

Consignees of Cargo from SINGAPORE and PENANG are requested to take IMMEDIATE delivery of their Goods from alongside; such Cargo impeding the discharge of Consignees' risk and expense.

No Fire Insurance will be effected.

Bills of Lading will be countersigned by
DAVID SASSOON, SONS & CO.,
Agents.

Hongkong, 19th August, 1901.

OCEAN STEAMSHIP COMPANY.

CONSIGNEES per Company's Steamer

"OBERSTES"

are hereby notified that the Cargo is being discharged into Craft, and/or landed at the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Ltd.; in both cases it will be at Consignees' risk. The Cargo will be ready for delivery from Craft or Godown on and after the 19th inst.

Optional cargo will be landed unless notice has been given prior to steamer's arrival.

Goods undelivered after the 22nd inst. will be subject to rent. All damaged Goods must be left in the Godowns, where they will be examined at 11 A.M. on the 27th instant.

No Fire Insurance has been effected.

BUTTERFIELD & SWIRE, Agents.

Hongkong, 15th August,

POST OFFICE NOTICES.

The *Prins Heinrich*, with the German Mail of the 22nd ult., left Singapore on Saturday, the 17th inst., at 5 p.m., and may be expected here on or about Tuesday, the 22nd inst. The *Indus*, with the French Mail of the 22nd ult., left Singapore on Monday, the 19th inst., at 4 p.m., and may be expected here on or about Monday, the 20th inst. This Packet brings replies to letters despatched from Hongkong on 20th Aug.

The *Peru*, with the American Mail of the 25th ult., left Yokohama on Thursday, the 15th inst., at daylight, and may be expected here on or about Friday, the 23rd inst.

The *Cephe*, with the American Mail of the 2nd inst., will leave Yokohama on Thursday, the 22nd inst., and may be expected here on or about Friday, the 23rd inst.

MAILS WILL CLOSE.

FOR	PER	DAY AND HOUR.
Canton	Hongkong	Wednesday, 21st, 7.30 A.M.
Manila, Iloilo and Cebu	Singapore	Wednesday, 21st, 11.00 A.M.
Molli, Kobe, Yokohama, Victoria, B.C., & Tacoma	Chongking	Wednesday, 21st, 1.00 P.M.
Amoy and Tamsui	Hankow	Wednesday, 21st, 1.15 P.M.
Singapore	Hongkong	Wednesday, 21st, 2.00 P.M.
Shanghai	Amoy	Wednesday, 21st, 3.00 P.M.
Shanghai	Amoy	Wednesday, 21st, 3.00 P.M.
Kunming and Samshui	Amoy	Wednesday, 21st, 3.00 P.M.
Nagasaki, Kobe and Moji	Amoy	Wednesday, 21st, 3.00 P.M.
Haiphong	Amoy	Wednesday, 21st, 3.00 P.M.
Canton	Hongkong	Thursday, 22nd, 9.00 A.M.
Swatow	Hongkong	Thursday, 22nd, 10.00 A.M.
Quang-chow and Saurabaya	Hongkong	Thursday, 22nd, 10.00 A.M.

EUROPE, &c., India via Tientsin. (Late Letters 11.15 to 11.30 A.M. Extra Postage 10 cents.)

FOOCHOW, Ningpo and Shanghai. (Late Letters 11.15 to 11.30 A.M. Extra Postage 10 cents.)

Singapore, Penang and Colombo. (Late Letters 11.15 to 11.30 A.M. Extra Postage 10 cents.)

Amoy and Amoy. (Late Letters 11.15 to 11.30 A.M. Extra Postage 10 cents.)

Manila, Iloilo and Cebu. (Late Letters 11.15 to 11.30 A.M. Extra Postage 10 cents.)

Shanghai, Iloilo and Cebu. (Late Letters 11.15 to 11.30 A.M. Extra Postage 10 cents.)

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SHANGHAI, NAGASAKI, KOBÉ, YOKOHAMA, HONOLULU and SAN FRANCISCO. (Supplementary mail on board up to the time fixed for departure of the mail. Extra Postage 10 cents.)

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(Hongkong, 21st August)

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Hongkong & Shanghai Bank

China & Japan, ordinary

Do. deferred

Nati. Bank of China

H. Shares

Four Shares

Bell's Asbestos E. A.

Campbell, Moore & Co.

China-Banco Co. Ltd.

China Light and

Power Co. Ltd.

China Tr. & M.

Green Sugar

Cigar Companies

Athens, Ltd.

Philippine Tobacco

Trust Co. Ltd.

Cotton Mills

Ewo

L. S. L. Tramways

H. S. L. Tramways

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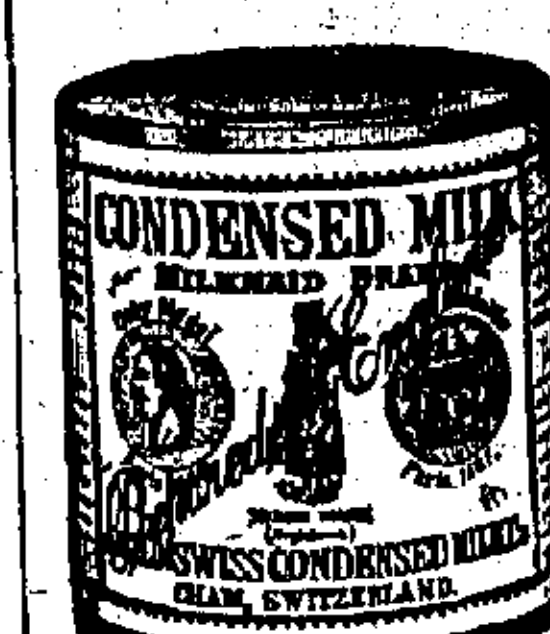
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FOR

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